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ABSTRACT

This commemorative book provides numerous fact sheets on various aspects of World War II, both on the fighting front and the homefront. Replicas of posters of the war era, descriptions of battles with maps, contributions of women and minorities to the war effort, even music of the wartime era, add to this collection of resource materials useful to the classroom teacher building a unit on teaching about the U.S. involvement in World War II. The booklet was created to honor veterans of World War II, their families and those who served on the homefront. (EH)

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UNITED STATES OF AMERICA
50th
ANNIVERSARY
OF
WORLD WAR II
1941-1945
1991-1995
COMMEMORATION

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World War II
Informational Fact Sheets

SO027050

A GRATEFUL
NATION REMEMBERS
1941-1945 1991-1995

Fact Sheet
World War II

Profile of U.S. Servicemen
(1941-1945)

- 38.8 percent (6,332,000) of U.S. servicemen and women were volunteers.
- 61.2 percent (11,535,000) were draftees. Of the 17,955,000 men examined for induction. 35.8 percent (6,420,000) were rejected as physically or mentally unfit.
- Average duration of service 33 months.
- Overseas service: 73 percent served overseas, with an average of 16.2 months abroad.
- Combat survivability (out of 1,000): 8.6 were killed in action, three died from other causes, and 17.7 received nonmortal combat wounds.
- Noncombat jobs: 38.8 percent of the enlisted personnel had rear echelon assignments--administrative, technical, support or manual labor.
- Average base pay: Enlisted: $71.33 per month; Officer: $203.50 per month.

U.S. Active Military Personnel
(1939-1945)
(enlisted and officer)

	ARMY	NAVY	MARINES	TOTAL
1939	189,839	125,202	19,432	334,473
1940	269,023	160,997	28,345	458,365
1941	1,462,315	284,427	54,359	1,801,101
1942	3,075,608	640,570	142,613	3,858,791
1943	6,994,472	1,741,750	308,523	9,044,745
1944	7,994,750	2,981,365	475,604	11,451,719
1945	8,267,958	3,380,817	474,680	12,123,455

Peak Strength of Armed Forces During World War II

U.S.	12,364,000	Switzerland	650,000
U.S.S.R.	12,500,000	Rumania	600,000
Germany	10,000,000	Philippines	500,000
(including Austria)		Yugoslavia	500,000
Japan	6,095,000	Netherlands	500,000
France	5,000,000	Sweden	500,000
China		Bulgaria	450,000
Nationalist	3,800,000	Hungary	350,000
Communist	1,200,000	Finland	250,000
Britain	4,683,000	Brazil	200,000
Italy	4,500,000	Czechoslovakia	180,000
India	2,150,000	New Zealand	157,000
Poland	1,000,000	Greece	150,000
Spain	850,000	South Africa	140,000
Turkey	850,000	Thailand	126,500
Belgium	800,000	Iran	120,000
Canada	780,000	Portugal	110,000
Australia	680,000	Argentina	100,000

U.S. Armed Forces Toll of War
(1939-1945)

Killed		Wounded	
Army and Air Force	234,874	Army and Air Force	565,861
Navy	36,950	Navy	37,778
Marines	19,733	Marines	67,207
Coast Guard	574	Coast Guard	432
Total:	292,131	Total:	671,278

Merchant Mariners

Died as POWs	62	Killed in action	6,833

Estimated International Costs of World War II

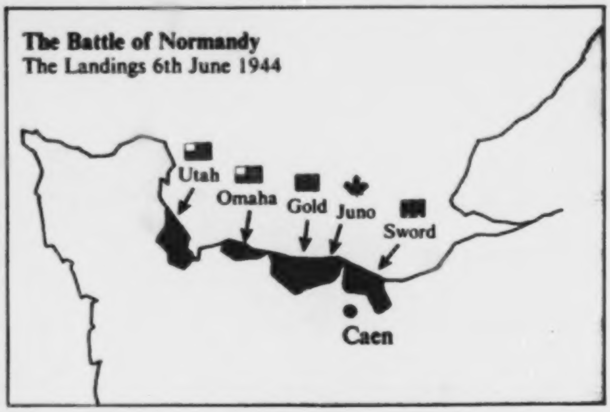
Battle deaths	28,504,000*
Battle wounded	30,218,000*
Civilian deaths	46,403,000*
Direct economic costs	$1,600,000,000,000

***These numbers are approximate and include Soviet numbers.**

Costs by Individual Nations Directly Related to the War (in U.S. Dollars)

U.S.	288,000,000,000	Netherlands	9,624,000,000
Germany	212,336,000,000	Belgium	6,324,000,000
France	111,272,000,000	India	4,804,000,000
U.S.S.R.	93,012,000,000	New Zealand	2,560,000,000
Britain	57,254,226,000	Sweden	2,344,000,000
China	49,072,000,000	South Africa	2,152,000,000
Japan	41,272,000,000	Turkey	1,924,000,000
Italy	21,072,000,000	Switzerland	1,752,000,000
Canada	20,104,000,000	Norway	992,000,000
Australia	10,036,000,000	Portugal	320,000,000

The Supreme Commander talks with men of Company E, 502nd Parachute Infantry Regiment, at the 101st Airborne Division's camp at Greenham Common, England, June 5, 1944.


The Battle of Normandy
The Landings 6th June 1944
Utah
Omaha
Gold
Juno
Sword
Caen

Aircraft Production

(all types)

	1939	1940	1941	1942	1943	1944	1945
U.S.	2,141	6,086	19,433	47,836	85,898	96,318	46,001
Britain	7,940	15,049	20,094	23,672	26,263	26,461	12,070
U.S.S.R	10,382	10,565	15,737	25,436	34,900	40,300	20,900
Germany	8,295	10,826	12,401	15,409	24,807	40,593	7,540
Japan	4,467	4,768	5,088	8,861	16,693	28,180	8,263

Military Aircraft Losses

(1939-1945)

U.S.	59,296	France	2,100
Germany	95,000	Canada	2,389
Japan	49,485	New Zealand	684
Britain	33,090	India	527
Australia	7,160	Sweden	272
Italy	4,000	Denmark	154

(U.S.S.R. losses were extremely high, but they were undisclosed by the Soviet government.)

Naval Losses

(1939-1945)

(submarines, frigates, & all larger ships)

Number of ships

U.S.	157	Germany	672
Britain	296	Japan	433
France	129	Greece	22
Netherlands	40	Yugoslavia	13
Norway	40	*U.S.S.R.	102
Italy	300	Others	36

*Unconfirmed Statistic

Merchant Ship Losses

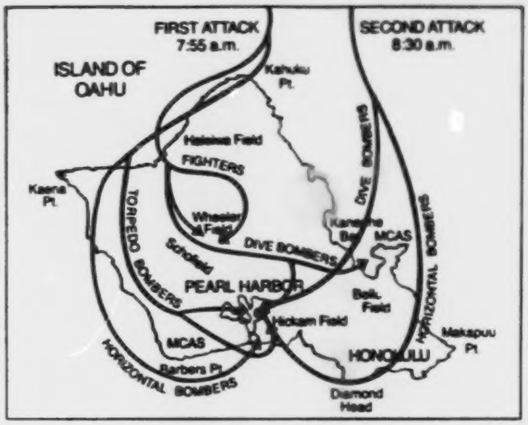
(ships over 200 tons)

	Numbers
Britain	3,194
Japan	2,346
U.S.	866
Other Allies	1,467
Neutral	902

Tank Production

(All Types)

U.S.	60,973
Britain	23,202
Germany	19,926
Italy	4,600
Japan	2,464
U.S.S.R.	54,500


FIRST ATTACK
7:55 a.m.
SECOND ATTACK
8:30 a.m.
ISLAND OF OAHU
Kahuku Pt.
Haleiwa Field
FIGHTERS
Kaena Pt.
TORPEDO BOMBERS
Wheeler Field
Schofield
DIVE BOMBERS
DIVE BOMBERS
Kaneohe Bay
MCAS
HORIZONTAL BOMBERS
PEARL HARBOR
Bell. Field
Hickam Field
MCAS
Barbers Pt.
HORIZONTAL BOMBERS
HONOLULU
Makapuu Pt
Diamond Head

Prisoners of War

Prisoners held by the Allies

(excluding those in the Soviet Union)

German	630,000
Italian	430,000
Japanese	11,600

Prisoners held by Germany:

French	765,000
Italian	550,000
British	200,000
Yugoslav	125,000
American	90,000
Polish	68,000

Prisoners held by Japan

British	108,000
Dutch	22,000
American	15,000

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Fact Sheet

African Americans in World War II

African Americans made an auspicious entry into World War II when messman Doris (Dorie) Miller's, acts of valor at Pearl Harbor went well beyond the call of duty. Messman Miller, an African American from Waco, Texas, braved strafing enemy planes to help remove his mortally wounded captain to a place of greater safety. Before the day was through, Miller downed Japanese planes while manning a machine gun on the water-covered deck of the battleship *West Virginia*. For his heroism, Miller received the Navy Cross which was personally presented by Adm. Chester W. Nimitz. On June 30, 1973, in recognition of Miller's valor during WWII, the escort ship *USS Miller* (DE 1091) was commissioned.

In spite of other acts of bravery and a commitment to win the war by African Americans, it was not until the end of World War II that racial barriers in the Armed Forces began to be reduced. While Section 4(A) of the 1940 Draft Act clearly banned discrimination against any person on account of race or color, African Americans, both male and female, were segregated and prevented from participating fully in integrated combat units and on battle vessels. Yet, when presented with the challenge, African Americans proved time and again their courage, worthiness and ability to handle weapons of war in situations on land, at sea, or in the air.

On June 25, 1941, President Roosevelt issued Executive Order 8802, establishing the Fair Employment Practices Commission to lead the way in erasing discrimination over color or race through full participation in the defense program, including the Armed Forces. However, segregation against African Americans in the Armed Forces was not eliminated until Executive Order 9981 was issued several years later, by President Harry S. Truman, on July 26, 1948.

Service in Combat and Support Units

During World War II, African Americans served in combat and support units in every branch of the military. Of the more than 2.5 million African Americans registered for the draft about 909,000 served in the Army. In 1944, the Army, constrained by a 10 percent quota, reached its peak enlistment for African Americans with more than 700,000.

Although African Americans were trained for combat on the same basis as other Americans, they saw limited action. The majority of the soldiers, 78 percent, were in the service branches which included quartermaster, engineer, and transportation corps. By Nov. 30, 1944, almost 45 percent, 93,292 of the 210,209 African Americans in the European Theater of operations, were in the Quartermaster Corps.

Some exploits and contributions of African Americans in the U.S. Army and Army Air Force are particularly noteworthy. Approximately 73 percent of the truck companies in the Motor Transport Service were black. Known as the Red Ball Express, these drivers participated in the transporting of goods and supplies required for American and other Allied forces to advance against the Germans.

Cpl. Lillie B. Rhoden visited her brother, Bugler First Class Herman S. Rhoden, at the U.S. Naval Training Center, Great Lakes, Ill., while on furlough from the Army Air Force Base in Sioux City, Iowa. (U.S. Navy photo)

Another significant African American unit was the Tuskegee Airmen whose accomplishments to the war effort are legendary. Created by the Civilian Pilot Training Act of 1939, the Tuskegee Training Program at the Tuskegee Institute, Ala., trained by early 1941, approximately 1,000 "Tuskegee Airmen." Tuskegee Institute was the only training facility for black pilots until the flying program closed in 1946.

Other units distinguishing themselves included the 777th and 999th Field Artillery battalions. The 761st Tank Battalion was the first black armored unit to go into combat action. The 93rd Division was the only black division to see service in the Pacific. Although never used in combat, the 555th Parachute Infantry Company was noted for its specialized training.

Women's Role, Contributions

Black women also served with distinction in various capacities. In January 1941, the U.S. Army established a quota of 56 black nurses for admission to the Army Nurse Corps. Through the efforts of the National Association of Colored Graduate Nurses (NACGN), the Army quota was abolished before the end of the war.

The Honorable Frances Payne Bolton, congresswoman from Ohio, introduced in June 1943, an amendment in Congress that barred racial bias in the Nurse Training Bill. Through this new amendment, more than 2,000 black students enrolled in the U.S.

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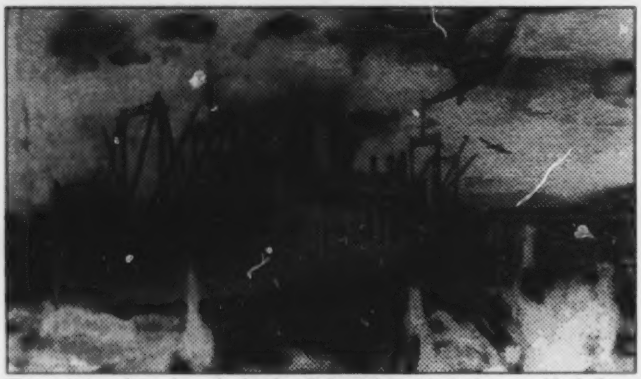

This painting shows how the battle off Guadalcanal looked to one black Coast Guardsman, Mess Attendant Sherman Monty Whitson, who was attached to a Coast Guard combat transport. (U.S. Coast Guard photo)

Cadet Nurse Corps. By late July 1945, there were 512 black women in the Army's Nurse Corps, including nine captains and 115 first lieutenants. Of the three units that served overseas, one was a group of 63 black nurses who worked with the 168th Station Hospital in Manchester, England, caring for wounded German prisoners.

President Franklin D. Roosevelt created the Women's Auxiliary Army Corps (WAAC), converted 14 months later to the Women's Army Corps (WAC), when he signed Public Law 554 on May 4, 1942. The commendable service of 800 black women of the 6888th Postal Battalion in the European Theater of Operations helped unravel the enormous snag that had developed in the delivery of mail to servicemen and women.

The Navy repealed the color ban on Jan. 25, 1945, permitting black women to enlist in the Navy Nurse Corps. On March 9, 1945, Phyllis Mae Daley of New York City became the first black female to serve in the Navy's Nurse Corps. Only four black women nurses, of almost 11,000 Navy nurses, served during the war.

In the summer of 1944, black women were permitted entry to the Women Accepted for Volunteer Emergency Service (WAVES). By July 1945, 72 black WAVES had been trained in a fully integrated and racially progressive program.

The Coast Guard lifted the color ban on black women for enlistment in the Coast Guard's women's auxiliary (SPARS) on Oct. 20, 1945, one day after the Navy's announcement. The Auxiliary recruited only five African Americans during the war. The Marine Corps' women's auxiliary admitted no African Americans during World War II.

Eliminating Racial Barriers at Sea

There were approximately 167,000 African Americans who served in the Navy during World War II; 123,000 served overseas. Approximately 12,500 served in the Sea Bees (construction battalions). On Jan. 9, 1942, President Roosevelt directed the Navy to determine something that the black enlistees could do in addition to the duties associated with the rank of messmen. Shortly thereafter, the Navy decided to accept volunteers for general service, but even then they were prohibited from going to sea.

In 1943, a submarine chaser (PC 1264) and a destroyer escort *(USS Mason)* were staffed with predominantly black crews. Initially, all officers and petty officers were white, but on the submarine chaser the petty officers were replaced with African Americans about six months after commissioning. One officer on this ship, Ensign Samuel L. Gravely, Jr., eventually became the first black flag officer in the Navy. In all, some 60 African Americans would receive Navy commissions during the war.

On Aug. 26, 1942, the first contingent of black Marines began recruit training as the 51st Composite Defense Battalion at Montford Point, N.C., under the command of Col. Samuel A. Woods, Jr. The 51st and 52nd Defense Battalions were the only two black combat units created. In all, some 8,000 black stevedores and ammunition handlers braved Japanese fire on the Pacific beachheads. The number of African Americans in the Marine Corps during World War II totaled 19,168, equaling 2.5 percent of all Marines. Only 75 percent of the 19,168 black Marines saw service overseas, and only a few saw combat.

In March 1942, the Coast Guard proceeded to recruit its first group of 150 black volunteers, sending them to Manhattan Beach, N.Y., for basic training. On Feb. 22, 1943, black stewards manned a battle station on the *USCGC Campbell*, which rammed and sank a German submarine. The crew earned medals for their heroic achievement with the highest being a Bronze Star Medal presented to the captain of the black gun crew.

The testimony of Lt. Carlton Skinner in June 1943, proposed that a group of black seamen be provided for a completely integrated operation. This proposal led to the *USCGC Seacloud*, the first integrated ship in the Armed Forces. Decommissioned in November 1944, the *Seacloud* paved the way for African Americans to serve on ships which were not completely segregated.

More than 5,000 black Coast Guardsmen served during World War II; 965 were petty or warrant officers.

Brig. Gen. Benjamin O. Davis, (right) talks with Lt. Calvin R. Allen, as Lt. John C. Overton, (center), takes notes during an inspection tour of the U.S. Army units in Belgium (U.S. Signal Corps photo)

Military Accomplishments

African Americans received most military awards given by the nation for bravery and valor. Because of limited combat experience and unwarranted perceptions of black inability, the Medal of Honor was not awarded to any African American. However, just prior to the U.S. entry into WW II Oct. 25, 1940, Benjamin 0. Davis, Sr. was promoted to brigadier general, the first African American to be appointed to general grade officer in the history of the regular U.S. Army.

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Researched by Capt. Karl Mahnken and Dr. Cynthia Neverdon-Morton.

Fact Sheet

Tuskegee Airmen

The Black American Becomes a Fighting Airman

Blacks had been attempting to gain entrance into the Army Air Corps since World War I. Senators Harry Swartz of Wyoming and Styles Bridges of New Hampshire were in the forefront of those in Congress who championed the cause of blacks to serve in the Air Corps.

Public Law 18, approved April 3, 1939, provided for the large-scale expansion of the Air Corps, with one section of the law authorizing the establishment of training programs in black colleges to employ blacks in various areas of Air Corps support services.

One such college was designated as a training center for black pilots and support personnel. Race and color were not the only barriers that blacks faced in pursuit of training in the Air Corps. The fact that there were no blacks to train them meant that there must be an element of racial integration if the program were to get started.

On Jan. 16, 1941, the War Department announced the formation of the 99th Pursuit Squadron, a black flying unit, to be trained at Tuskegee, Ala., the home of the Tuskegee Institute.

In the same month of January, the Secretary of the Army announced that, since there were no black officers in the Air Corps, 11 white officers would be assigned the duty of training 429 enlisted men and 47 officers as the first black military personnel in the flying school.

Thus the "Lonely Eagles," as the black pilots were to call themselves, became a reality.

Two Tuskegee Airmen and a ground crewman inspct the damage to a P-51 Mustang as a result of enemy fire over the Danube River.

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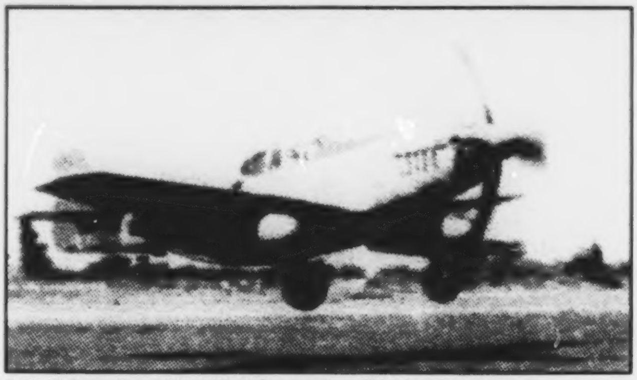

P-51 Fighter plane of the 332nd Group takes off for bomber mission.

World War II Achievements

The 99th Pursuit Squadron which was later named the 99th Fighter Squadron, fought throughout the Mediterranean and European Theaters and became a respected group of fighter pilots. Perhaps the unit's greatest claims to fame were: (l) as a bomber escort group that protected American bombers on their missions deep into Europe, the 332nd, which the 99th was assigned, never lost a bomber to enemy fighters; and (2) the unit was responsible for the formation of several other black Air Corps units, including fighter, bomber and composite squadrons and groups.

In June of 1943, Lieutenant Charles Hall of Indiana became the first member of the 99th to shoot down a German plane. He was personally congratulated by General Eisenhower who was in the area at the time.

From the inception of the 99th through the period that signaled the ending of World War II (1946), the following numbers of black combat flyers completed their training:

673 as single-engine pilots;
253 as twin-engine pilots;
58 as liaison field artillery officers;
132 as navigators.

The bulk of black flyers were in the 332nd Fighter Group, which consisted of the 99th Fighter Squadron; the 100th Fighter Squadron; the 301st Fighter Squadron; the 302nd Fighter Squadron; the 616th Bombardment Squadron; the 617th Bombardment Squadron; the 618th Bombardment Squadron and the 619th Bombardment Squadron.

There was also the 477th Bombardment Group (medium), which consisted of the 99th Fighter Squadron; the 616th Bombardment Squadron; the 618th Bombardment Squadron and the 619th Bombardment Squadron. The bombardment squadrons were equipped with B-26 aircraft and later with B-25s.

Campaigns of the 332nd Fighter Squadron included Sicily; Naples-Foggia; Anzio; Rome-Arno; Normandy; Northern France; Southern France; North Apennines; Rhineland; Central Europe; Po Valley; Air Combat-EAME Theatre.

Decorations of the 99th Fighter Squadron were Distinguished Unit Citations for Sicily, June-July, 1943; Cassino, May 12-14, 1944; Germany, March 24, 1945.

Combat Record of Black Airmen

June 9, 1945

	Destroyed	Damaged	Total
Aircraft (aerial)	111	25	136
Aircraft (ground)	150	123	273
Barges and Boats	16	24	40
Boxcars, Other Rolling Stock	58	561	619
Building & Factories	0	23	23
Gun Emplacements	3	0	3
Destroyers	1	0	1
Horse Drawn Vehicles	15	100	115
Motor Transports	6	81	87
Power Transformers	3	2	5
Locomotives	57	69	126
Radar Installations	1	8	9
Tanks on Flat Cars	0	7	7
Oil & Amunition Dumps	2	0	2
Total Missions	12th Air Force		1,267
Total Missions	15th Air Force		311
Total Sorties	12th Air Force		6,381
Total Sorties	15th Air Force		9,152
Grand Total Missions			1,578
Grand Total Sorties			15,533
Total number of pilots sent overseas			450
Total number pilots graduated at Tuskegee			993
Awards:			
Legion of Merit			1
Silver Star			1
Soldier Medal			2
Purple Heart			8
Distinguished Flying Cross			95
Bronze Star			14
Air Medal and Clusters			744

(Total number of Distinguished Flying Crosses awarded to black pilots estimated at 150, according to Charles E. Francis, The Tuskegee Airman, 1988)

Black Army nurses were assigned to Tuskegee Airmen units.

Charles B. Hall

First Victory

Charles B. Hall, Brazil, Ind., became the first black fighter pilot to down an enemy aircraft July 21, 1943. While escorting B-25 bombers over Italy on his eighth mission, Hall spotted two Focke-Wulf Fw190s approaching after the bombers had dropped their bombs on the enemy-held Castelvetrano airfield. He quickly maneuvered into the space between the bombers and fighters and turned inside the Fw190s. Hall fired a long burst at one of the Fw 190s as it turned left. After several hits, the aircraft fell off and crashed into the ground.

Hall earned the respect of his squadron mates with his boldness and flying skill. Before he ended his combat tour--flying P-40s--Hall downed a total of three enemy aircraft.

Hall received the Distinguished Flying Cross for being the first black to shoot down a German aircraft.

Tuskegee Airmen: More Than Just Pilots

Although the primary mission of the Tuskegee Airmen's first flying unit was flying, not all of the unit's assigned personnel were to be trained as pilots.

Of the initial personnel to be trained at the Tuskegee training facility, 210 enlisted and 33 officers were assigned as pursuit squadron personnel; 160 enlisted and 10 officers were assigned to the base group detachment; 20 enlisted and two officers were assigned to weather and communications duties and 39 enlisted and two officers were assigned to services duties.

Sources

***Black Americans in Defense of Our Nation*, Office of the Assistant Secretary of Defense for Civilian Personnel Policy/Equal Opportunity.**

Fact Sheet

Asian Americans

Asian Americans faced special problems both on the home front and within the military during World War II. After Pearl Harbor, many Americans viewed Americans of Japanese descent as the enemy. Angry, defensive and afraid, they struck out at the Japanese Americans living in their midst. Consequently, Japanese men had special difficulties enlisting in the service, and those Japanese living on the west coast were forced to relocate into internment camps in early 1942.

Internment Camps

On Feb. 19, 1942, President Franklin D. Roosevelt signed Executive Order 9066 authorizing the U.S. Army to relocate all Japanese from California, Oregon and Washington. In an atmosphere of anger and fear, west coast Japanese were deemed a potential espionage (spy) and sabotage (terrorist) threat.

Entire populations of Japanese born, first- and second-generation (Issei and Nisei) families were ordered to take only what they could hand carry during the relocation. With less than one week notice, they were forced to leave behind their homes, jobs, savings and income totaling about a half-billion dollars, and land and farm equipment estimated at $70 million.

More than 40,000 Japanese along with their 70,000 American-born children were moved to one of ten hastily constructed relocation camps situated in desolate regions of the western and central United States. Conditions at the camps were austere--at the Heart Mountain Camp in northern Wyoming, up to six families shared a single 120- by 20-foot tar paper barrack.

In August 1988, President Ronald Reagan signed Public Law 100-383 which granted an official apology for the injustice done and granted $20,000 (per internee) as financial reparation.

Despite the harsh treatment accorded to the Japanese in America, 17,000 internees volunteered for military service. In total more than 25,000 Japanese Americans proved their loyalty in uniform.

Military Intelligence

More than 6,000 Nisei were trained as interpreters and translators at the U.S. Army's Military Intelligence Service (MIS) Language School, the forerunner to today's Defense Language Institute. About 3,700 MIS linquists subsequently served in combat in every major military command (especially within the Pacific theater), with every branch of service--Army, Navy and Marine, and with allied units in Australia, Burma, Canada, China, Great Britain, India, and New Zealand.

MIS Nisei interrogated Japanese prisoners, translated captured enemy documents and secret codes. Commanders at every echelon came to rely upon the valuable information that only they could provide:

- An MIS Nisei intercepted a radio message that Adm. Isoroku Yamamoto, commander-in-chief of the Japanese Combined Fleet, and the man who conceived and planned the attack on Pearl Harbor, was enroute to visit front line troops. An aerial ambush was successfully staged over Bougainville to intercept and shoot down his unarmed bomber and six escorting zeros. Gen. Douglas MacArthur said this event was one of the singular most significant action of the Pacific war.

TSgt. Charles Hamasaki and Capt. Eugene Wright interrogate a Japanese prisoner of war while Capt. Robert Boals provides medical assistance. (U.S. Army Signal Corps photo)

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- A captured document known as the "Z" plan--Japan's master naval strategy for a massive counterattack against the Allied naval forces in the central Pacific, was translated by MIS Nisei translators. As a result, during the U.S. invasion of the Marianas in June 1944, the U.S. carrier fleet dealt a devastating blow to the Japanese forces. Hundreds of enemy aircrafts were shot down from the sky in what has become known as the "Great Marianas Turkey Shoot." The "Z" plan was deemed the most significant enemy document seized during the war.

MIS Nisei played a vital role in translating documents for the top secret Manhattan Project (America's nuclear bomb development program). They were also assigned to the OSS (Office of Strategic Services), the forerunner to the CIA. The OSS conducted psychological warfare with "Voice of the People," a radio broadcast beamed from Saipan and Calcutta. MIS Nisei were also members of Merrill's Marauders in Burma.

Women MIS Graduates

In November 1944, a contingent of 51 WACs (Women's Army Corps) began MIS training. This was the first and only group of women to graduate from the MIS at Fort Snelling, Minn. The 47 Nisei, three Caucasians and one Chinese WACs received the same intensive curriculum as the male students, except they were specially trained to serve as written language translators, verses interrogators and interpreters.

Japanese Americans

The 100th Infantry Battalion was composed of Nisei from the Hawaii Territorial Guard. The War Department initially wanted to discharge these Hawaiian Japanese Americans, instead the commmanding general in Hawaii elected to form them into a separate combat unit.

Fourteen hundred Nisei soldiers of the 100th received training at Camp McCoy, Wis., and Camp Shelby, Miss. Interestingly, it was at Camp Shelby where 2nd Lt. Young Oak Kim, the only Korean-American there, helped train and lead the Nisei soldiers for combat in the European theater.

The 100th earned the nickname as the "Purple Heart Battalion," for sustaining heavy casualties during fierce fighting in the Italian campaign--300 Nisei were killed in action and 650 wounded. In June 1944, the 100th merged with the newly arrived 442nd Regimental Combat Team.

The 442nd consisted of 2,500 Japanese Americans from Hawaii, and 1,300 from the mainland internment camps. Nisei soldiers fought bravely in bloody battles at Luciana, Livorno, the Arno River, and the Gothic Line in Italy. They engaged in fierce house-to-house fighting against German troops to save the town of Bruyeres in France.

The 442nd rescued the men of the "Lost Battalion," a unit of Texan soldiers surrounded by German troops in the French Vosges forest. At the end of this campaign, the total number of Nisei casualties numbered above 2,000 with 140 killed in action.

Soldiers from the 442nd's 522nd Field Artillery Battalion served with the 45th and 63rd Divisions in Germany. The 522nd fired more than 150,000 rounds of artillery ammunition in support of seven different divisions. On April 29, 1945, the 522nd was the first liberators to open the gates at the Dachau concentration camp.

Heros

Hundreds of heros emerged from the 442nd, among them PFC Sadao S. Munemori, who made a daring one man frontal attack through heavy enemy fire to clear a path for his company's advance. After he successfully knocked out a machine-gun nest, he returned to lead his men, but when a German grenade landed in a crater where his men where waiting, Munemori dove on the grenade and smothered the explosion with his body. His action saved the lives of his two squad members. For his gallantry, Munemori was posthumously awarded the Congressional Medal of Honor.

Lt. Daniel Inouye's right arm was shattered by a German grenade while he led his platoon in destroying three enemy machine-gun nests. Lt. Inouye was awarded the Distinguished Service Cross for his valor. Today, he continues his national service as a United States Senator for Hawaii.

At maximum strength, the 100th/442nd numbered 4,500 men, yet in less than two years of combat the soldiers were awarded over 18,000 individual decorations and the unit received seven Presidential Unit Citations (a unit award equivalent to the Distinguish Service Cross for the individual). The 442nd earned the distinction as "the most decorated unit in United States military history...."

Awards and Decorations

Major campaigns in Europe	7
Casualties (Purple Hearts)	9,486
Congressional Medal of Honor	1
Distinguished Service Crosses	52
Distinguished Service Medal	1
Silver Stars (plus 28 Oak Leaf Clusters (OLCs) in lieu of second Silver Star)	560
Legion of Merit Medals	22
Bronze Stars (plus 1,200 OLCs)	4,000
Soldier's Medals	15
French Croix de Guerre (plus two palms for second awards)	12
Italian Crosses for Military Merit	2
Italian Medals for Military Valor	2

Their achievement did not come without a heavy price. Proof of their loyalty to America was given in life and limb. The 442nd suffered nearly 9,500 casualties, including 600 killed in action. Even with constant personnel replacements, they lost nearly 300 percent of their men.

Chinese Americans

More than 20,000 Chinese men and women served in all branches of the military, with 70 percent in the army, which included 25 percent in the Army Air Corps. A few Chinese-Americans also served as combat pilots.

In New York City alone, about 40 percent of the Chinese population was inducted, the highest of any national grouping. Ironically, due to the Chinese Exclusion Act, most Chinese-Americans were males and were considered draft eligible since few had dependents. In fact, most had dependent wives and children still in China. Nevertheless, the majority of the Chinese were eager to enlist and serve.

Chinese-Americans soldiers saw ferocious fighting in the European theater. They served as integrated members with the 3rd and 4th Infantry Divisions in Asia, and with the 6th, 32nd and 77th Infantry Divisions in the Pacific. Other Chinese-Americans in the Navy, Marine Corps and the Coast Guard similarly served in every theater of war.

Filipino Americans

Mass naturalization ceremonies were often held to change the status of Filipino "nationals" into U.S. citizens. Filipinos proudly served in the U.S. Army with the 1st and 2nd Filipino Infantry Regiments, both units were formed in California during 1942.

In 1944, about 1,000 Filipino-Americans were selected for secret missions. Many were ferried by submarines back to their Japanese-occupied homeland and some were landed at various locations throughout the archipelago. Their assignment was to contact anti-Japanese underground groups, gather intelligence, and engage in sabotage to destroy enemy installations and equipment.

When U.S. forces landed in the Philippines March 29, 1945, they were joined by 14,000 Filipino guerrillas who had been fighting the Japanese with harrassment raids. Since the fall of 1942, these jungle fighters also provided valuable intelligence enemy activity via secret radio broadcasts.

Korean Americans

Many Korean-Americans served as Japanese-language instructors and translators. Some conducted propaganda radio broadcasts, and a few participated in secret underground activities in enemy occupied areas of Asia.

In Los Angeles, 109 Korean-Americans, one-fifth of the city's Korean population joined the California National Guard. They were formed into the Tiger Brigade, which trained to defend the Pacific Coast against an enemy invasion.

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Researched by: Maj. W. Dean Lee, USAR.

Fact Sheet

Hispanic Americans

Hispanic Americans in World War II

Figures on the numbers of Hispanic Americans who served in World War II, are imprecise because data on Hispanics as a separate group were not maintained. With the exception of the 65th Infantry Regiment from Puerto Rico, Hispanics were not assigned to separate units. However, it is known that more than 53,000 served during the period 1940-1946. National Guard units from Texas, New Mexico, Arizona, and California had a high representation of Mexican Americans.

Achievement and Accomplishments

Hispanic servicemen earned praise in combat in the defense of the Philippines, North Africa, the Aleutians, the Mediterranean and throughout Europe. Hispanic soldiers distinguished themselves both as individuals and as members of elite units.

In the Pacific Theater, the 158th Regimental Combat Team, known as the Bushmasters, an Arizona National Guard unit, was comprised of a high percentage of Hispanic and American Indian soldiers. This unit saw heavy combat and was referred by Gen. Douglas MacArthur as "the greatest fighting combat team ever deployed for battle."

During the defense of the Philippines, the 200th and the 515th Coast Artillery (Anti Aircraft) regiments from New Mexico, were extremely effective in battle. Part of their effectiveness was because many of the soldiers spoke Spanish, a principal language of the Philippines. In a speech given at Deming, N.M., in December 1945, Lt. Gen. Jonathan M. Wainwright, commander of the North Luzon Corps, praised the 200th and the 515th Coastal Artillery units. "They were the first to fire and the last to lay down their arms and only reluctantly doing so after being given a direct order." Many were among the survivors of the infamous Bataan Death March.

Pvt. Catarino Barrera, 34th Infantry, 24th Infantry Division, was atop Malinta Hill during the recapture of the Philippines. YANK photograph by Sgt. Arthur Weithas

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President Harry S. Truman awards PFC Silvestre S. Herrera a Medal of Honor.

In the European Theater, Hispanics of the 36th Infantry Division from Texas, were some of the first American troops to land on Italian soil at Salerno and suffered heavy casualties during the controversial crossing of the Rapido River near Cassino, Italy. The 88th Infantry Division, composed mostly of draftees from the southwestern states, was ranked in the top 10 for combat effectiveness and earned the highest praise from their German adversaries after the war.

Hispanic Women in Uniform

Participation of Hispanic women during WWII was rare due to the presence of cultural barriers that prevented their involvement on a major scale. Hispanic women of that generation were traditionally raised to become close-knit members of the family unit. Many were unwilling to travel far distances to serve in military assignments. However, bilingual Hispanic women were highly sought after as linguists in fields such as cryptology, communication and interpretation.

Carmen Contreras-Bozak, became the first Hispanic woman to serve in the Womens Army Corps as an interpreter and in numerous administrative capacities. An Arizona woman, Sgt. Vicenta R. Torres, was among the first to serve overseas in Italy. Another woman who joined the war effort was Pvt. C. Contreras, who added a distinctive footnote to her name, "the 750th Arizona woman to join the Army."

Rosita the Riveter

Many Mexican American women accepted jobs in the defense industry despite the unusual demands made on them by their

Hispanic soldiers of the 82nd Airborne Division in 1945. (Photo courtesy of Ray Alvarado)

families, and their traditional life style. Since many of the Hispanics lived close to the railroad, these women took jobs which, though physically demanding, allowed them to remain close to home. Many Rosita the Riveters emerged in the Latino community as more and more females accepted jobs in the defense industry, especially in steel, meat packing and ammunition assembly plants. Defense industry employment enabled them to support their families while their husbands were away fighting the war in Europe.

It was not uncommon for Hispanic women to take the place of male members of their families to replace railroad ties and rails, load and unload heavy war materials in boxcars while enduring bitter winter cold and scorching summer temperatures. In addition, they were responsible for clearing snow from tracks to clear the way for the passage of troops and supply trains.

Hero Street, USA

Hispanic Anericans have been quick to respond to their nations call for service during times of war. For example, in the little community of Silvis, Ill., just west of Chicago, stands a monument to eight heroes of Mexican American descent who gave their lives in the defense of their country. The monument is located on a street once named Second Street, now renamed Hero Street, U.S.A.

It is not much of a street in size--just one and a half blocks long. Joe Gomez (who earned a Silver Star), Peter Masias, Johnny Munos, Tony Pampa, Frank Sandoval, Joseph Sandoval, William Sandoval, and Claro Soliz grew up together on this small street in a very close-knit environment working for the railroad, as did their fathers who came from Mexico years before. They went to war without hesitation, even though their streets were not paved and citizens of Silvis chose to ignore the docile, hard working Mexicans on the edge of town. They never came back.

The men from the 22 families on this block who participated in World War II, Korea, and Vietnam totals 84. In World War II and Korea, 57 men went from this street. The two Sandoval families sent 13: six from one family; seven from the other. Three Sandoval sons did not come back. This street reportedly contributed more men to military service in two wars--World War II and Korea--than any other place of comparable size in the United States. Hero Street, U.S.A., stands alone in American military history.

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Fact Sheet

Four Chaplains

Introduction

Many stories have been written about the heroic acts of four Army Chaplains on a troop transport ship on its way to Greenland. One such story follows. It was written by Victor M. Parachin who is an ordained minister, counselor and free-lance writer.

Four Brave Chaplains

It was the evening of Feb. 2, 1943, and the *U.S.A.T. Dorchester* was crowded to capacity, carrying 902 servicemen, merchant seamen and civilian workers.

Once a luxury coastal liner, the 5,649-ton vessel had been converted into an Amy transport ship. The *Dorchester*, one of three ships in the SG-19 convoy, was moving steadily across the icy waters from Newfoundland toward an American base in Greenland. S-G 19 was escorted by Coast Guard Cutters, *Tampa, Escanaba* and *Comanche.*

Hans J. Danielsen, the ship's captain, was concerned and cautious. Earlier the *Comanche* had detected a submarine with its sonar. Danielsen knew he was in dangerous waters even before he got the alarming information. German U boats were constantly prowling these vital sea lanes, and several ships had already been blasted and sunk.

The *Dorchester* was now only 15 miles from its destination, but the captain ordered the men to sleep in their clothing and keep life jackets on. Many soldiers sleeping deep in the ship's hold disregarded the order because of the engine's heat. Others ignored it because the life jackets were uncomfortable.

On Feb. 3, at 12:55 a.m., a periscope broke the chilly Atlantic waters. Through the cross hairs, an officer aboard the German submarine U-2 spotted the *Dorchester*. After identifying and targeting the ship, he gave orders to fire the torpedoes. The hit was decisive--and deadly--striking the starboard side, amid ship, far below the water line.

Danielsen, alerted that the *Dorchester* was taking water rapidly and sinking, gave the order to abandon ship. In less than 27 minutes, the *Dorchester* would slip beneath the Atlantic's icy waters.

Tragically, the hit had knocked out power and radio contact with the three escort ships. The *CGC Comanche*, however, saw the flash of the explosion. It responded and then rescued 97 survivors. The *CGC Esconaba* circled the *Dorchester* rescuing an additional 133 survivors. The third cutter, *CGC Comanche* continued on, escorting the remaining two ships.

This stain glass window is located in the Pentagon on the third floor, between corridors 9 and 10 on the A Ring.

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Aboard the *Dorchester*, panic and chaos had set in. The blast had killed scores of men and many more were seriously wounded. Others, stunned by the explosion, were groping in darkness. Those sleeping without clothing rushed topside where they were confronted first by a blast of icy Arctic air and then by the knowledge that death awaited.

Men jumped from the ship into lifeboats, overcrowding them to the point of capsizing, according to eyewitnesses. Other rafts, tossed into the Atlantic, drifted away before soldiers could get in them.

Through the pandemonium, according to those present, four Army chaplains brought hope in despair and light in darkness. Those chaplains were Lt. George L. Fox. Methodist; Lt. Alexander D. Goode, Jewish; Lt. John P. Washington, Roman Catholic; and Lt. Clark V. Poling, Reformed.

Quickly and quietly the four chaplains spread out among the soldiers. There they tried to calm the frightened, tend the wounded and guide the disoriented toward safety.

"Witnesses of that terrible night remember hearing the four men offer prayers for the dying and encouragement for those who would live," says Wyatt R. Fox, son of Reverend Fox.

One witness, Private William B. Bednar, found himself floating in oil-smeared water surrounded by dead bodies and debris. "I could hear men crying, pleading, praying," Bednar recalls. "I could also hear the chaplains preaching courage. Their voices were the only thing that kept me going."

Another sailor, Petty Officer John J. Mahoney, tried to re-enter his cabin but was stopped by Rabbi Goode. Mahoney, concerned about the cold Arctic air, explained he had forgotten his gloves.

"Never mind," Goode responded. "I have two pairs." The rabbi then gave the petty officer his own gloves. In retrospect, Mahoney realized that Rabbi Goode was not conveniently carrying two pairs of gloves, and that the rabbi had decided not to leave the *Dorchester*.

By this time, most of the men were topside, and the chaplains opened a storage locker and began distributing life jackets. It was then that Engineer Grady Clark witnessed an astonishing sight.

When there were no more life jackets in the storage room, the chaplains removed theirs and gave them to four frightened young men.

"It was the finest thing I have ever seen or hope to see this side of heaven," said John Ladd, another survivor who saw the chaplains' selfless act.

Ladd's response is understandable. The altruistic action of the four chaplains constitutes one of the purest spiritual and ethical acts a person can make. When giving their life jackets, Rabbi Goode did not call out for a Jew; Father Washington did not call out for a Catholic; nor did the Reverends Fox and Poling call out for a Protestant. They simply gave their life jackets to the next man in line.

As the ship went down, survivors in nearby rafts could see the four chaplains--arms linked and braced against the slanting deck. Their voices could also be heard offering prayers.

Of the 902 men aboard the *U.S.A.T. Dorchester*, 672 died, leaving 230 survivors. When the news reached American shores, the nation was stunned by the magnitude of the tragedy and heroic conduct of the four chaplains.

"Valor is a gift," Carl Sandburg once said. "Those having it never know for sure whether they have it until the test comes."

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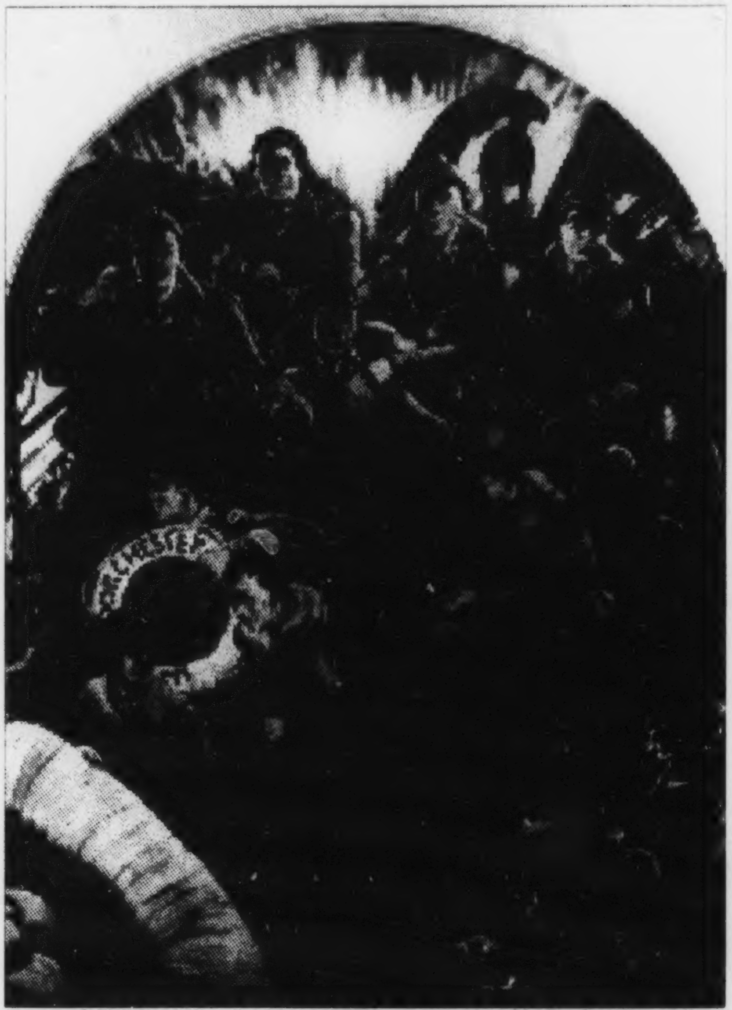


This mural, depicting the four chaplains assisting in the evacuation of the Dorchester, was painted by Nils Hogner.

That night Reverend Fox, Rabbi Goode, Reverend Poling and Father Washington passed life's ultimate test. In doing so, they became an enduring example of extraordinary faith, courage and selflessness.

The Distinguished Service Cross and Purple Heart were awarded posthumously Dec. 19, 1944, to the next of kin by Lt. Gen. Brehon B. Somervell, commanding general of the Army Service Forces, in a ceremony at the post chapel at Fort Myer, Va.

A posthumous Special Medal for Heroism, never before given and never to be given again, was authorized by Congress and awarded by the President Jan. 18, 1961. Congress wished to confer the Medal of Honor but was blocked by the stringent requirements which required heroism performed under fire. The special medal was intended to have the same weight and importance as the Medal of Honor.

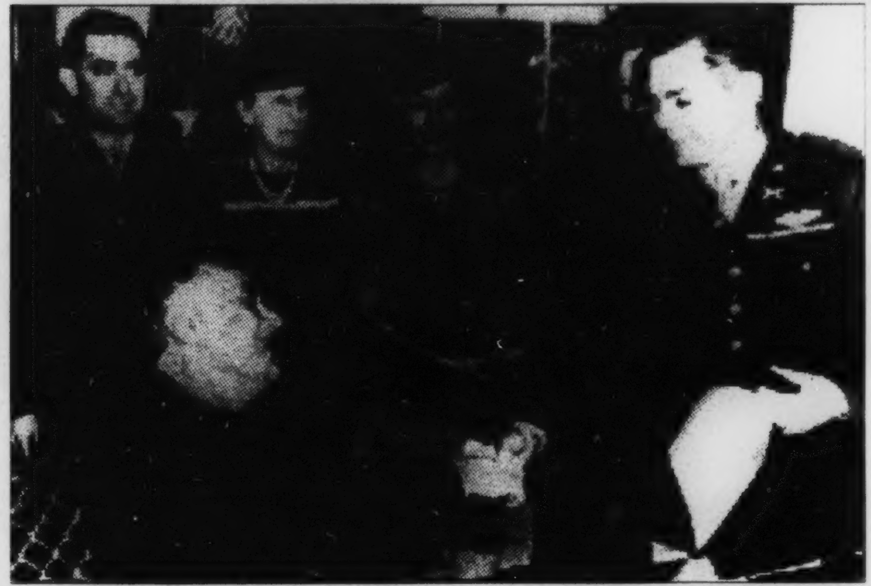
Four Chaplains Honored

In February 1951, the Chapel of the Four Chaplains, an interfaith memorial chapel, was dedicated in Philadelphia. Reverend Daniel A. Poling, Chaplain Clark Poling's father, presided over the ceremony, which was attended by former President Harry S. Truman.

A new chapel is currently being built in Valley Forge, Pa.

Fact Sheet

Native Americans



In the Oval office of the White House Jan. 10, 1945, Lt. Jack C. Montgomery, a Cherokee and member of the famed 45th "Thunderbird" Infantry Division, received the last Congressional Medal of Honor awarded personally by President Roosevelt before his death. Montgomery's family is in the background. (From left) brothers, Cruces and Houston; mother, Emma; and sisters Okemah and Hazel. (Photo courtesy of Jack C. Montgomery of Muskogee, Okla.)

The Warrior Tradition

Native Americans began enlisting in the late 1930s when the Armed Forces began to mobilize. The motivating factor was pride of service. Peer pressure was extremely strong. As many Indians returned home on leave, they asked their friends why they hadn't enlisted yet. Ninety-Nine percent of all eligible Native Americans registered for the draft, setting a national standard.

On Dec. 7, 1941, there were 5,000 Indians in the service. By the end of the war more than 44,500 Indians served in uniform--24,521 Indians from reservations and 20,000 from off-reservation communities. The combined total was more than ten percent of the Native American population during the war; and one-third of the able-bodied Indian men from 18-50 years of age.

Some Navajo and members of other tribes were so eager to fight that they stood in line for hours, during adverse weather, to sign their draft cards. Some even carried their own rifles so they would be ready for battle when they joined. Unwilling to wait for their draft numbers, one-fourth of the Mescalero Apaches in New Mexico enlisted. Nearly all the able-bodied Chippewas at the Grand Portage Reservation enlisted.

Annual enlistment for Native Americans soared from 7,500 in the summer of 1942, to 22,000 at the beginning of 1945. War Department officials maintained that if the entire population had enlisted in the same proportion as the Indians, they would have rendered the Selective Service unnecessary.

The Shadow of War

During World War I, the Germans were befuddled trying to decode messages sent by Choctaw Indians using their native language. The Germans so feared the use of Indians as communicators in future wars, that they sent Nazi agents posing as anthropologists and writers to the reservations to subvert the Indians and to learn their language. Their efforts were to no avail as the Army used Choctaw and Commanche code talkers in Europe while the Marine Corps used Navajo code talkers in the Pacific during World War II.

Nazi Propaganda Minister Goebbels predicted the Indians would revolt rather than fight Germany because the Swastika was similar to an Indian mystic--the bird symbol depicting good luck. But Fascist attempts to subvert the Indians met with failure and may have actually encouraged Indians to fight Hitler and Mussolini, men they called "he who smells his moustache" and "Gourd Chin."

Indian Nations Go To War

In early 1942, the Navajo Tribal Council called a special convention attended by 50,000 Indians to dramatize their support for the war effort. The six nations--Mohawks, Oneidas, Senecas, Cayugas, Onondagas, and Tuscarora, plus the Chippewas and Siouxs united and declared war on the Axis Powers.

Native Americans first saw action in the Pacific as more than 300 Indians, including a descendant of famed Apache Chief Geronimo, took part in the defense of Bataan and Corregidor.

The Marine Corps welcomed Native Americans into their ranks primarily because of their warrior reputation and spirit. Some Navajos even ended their ceremonial chants by singing the Marine Corps Hymn in Navajo.

The Army's famed 45th "Thunderbird" Infantry Division had the highest proportion of Indian soldiers of any division--more than 2,000 Indian farmers, workers and businessmen from Oklahoma and New Mexico. Beginning in 1943, the unit endured 511 days of combat, fighting through North Africa, Sicily, Italy, the Ardennes Forest, and finally in Germany.

Native Americans served in the 4th and 88th Divisions, Oklahoma National Guard, the 19th and 180th Infantry Regiments, and the 147th Field Artillery Regiment.

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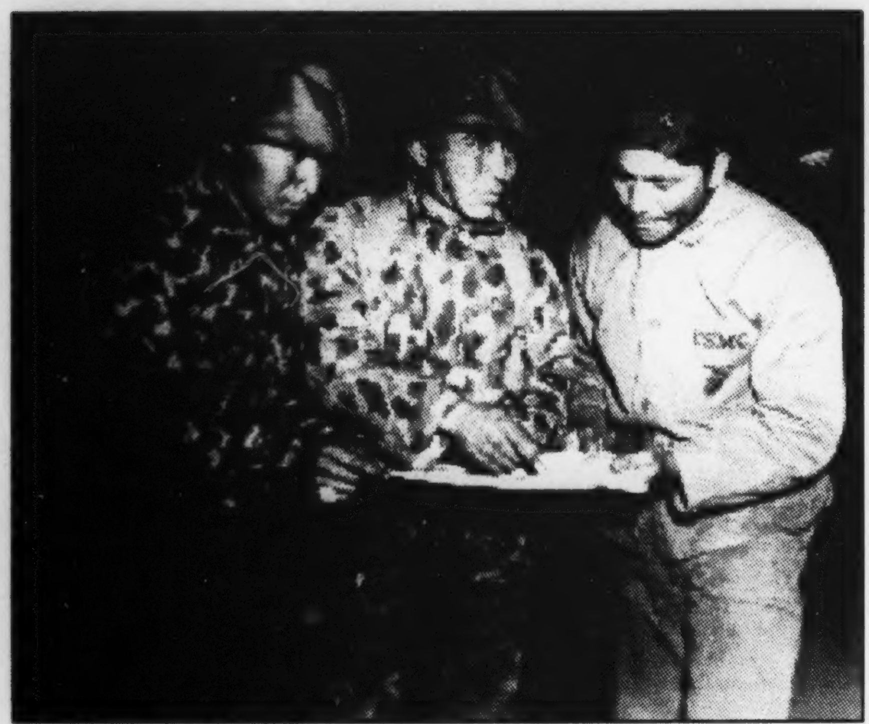

From left) PFC Peter Nahaidinae, PFC Joseph Gatewood and Cpl. Lloyd Oliver, Navajo Indians, attached with the 1st Marine Division in the Southwest Pacific, study a night problem at the Amphibious Scout School conducted by the Intelligence Section. The Indians are considered particularly valuable in their work as members of a signal company. (U.S. Marine Corps photo)

Notable Native American Warriors

- First Lt. Ernest Childers, Cdr. Ernest E. Evans, Lt. Jack Montgomery, Cherokee, and 2nd Lt. Van Barfoot, Choctaw, were awarded the Congressional Medal of Honor for their valor during combat in Europe. Barfoot was a technical sergeant at the time he received the Medal of Honor.
- Maj. Gen. Clarence Tinker was lost in action while leading a group of LB-30 bombers on a mission against Japanese forces in the vicinity of Wake Island June 7, 1942. Tinker was the first American general lost in World War II.
- Joseph J. "Jocko" Clark, the first Indian graduate of the U.S. Naval Academy, participated in carrier battles in the Pacific, and eventually was promoted to the rank of Admiral.
- Brumett Echohawk, a Pawnee, was a renowned expert who trained commandos in hand-to-hand combat.
- Kenneth Scisson, a Sioux from South Dakota, received the Distinguished Service Cross. He is credited with 10 confirmed kills during a raid against the Germans near Bizerte, Tunisia, in 1942.
- Robert Stabler, of the Omaha tribe, landed alone under heavy enemy fire to mark a beach landing site during the invasion of Sicily.

The Home Front

Native American contributions to the war effort were significant. Nearly 46,000 Indian men and women, aged 18 to 50, left the reservations for the first time to work in the defense industry. Ultimately, nearly 150,000 Native Americans directly participated in the industrial, agricultural and military effort.

More than 2,500 Navajos helped construct Fort Wingate Ordnance Depot in New Mexico. Pueblo Indians assisted in the construction of the Naval Supply Depot in Utah. Alaskan Indians served in the territorial defense of the harsh regions of the north; they were experts in hunting, survival and navigation. Eskimos and Aleutians also served in the Alaska Territorial Guard (ATG), also known as the "Tundra Army."

Nearly 12,000 Native American women served on the production lines and performed community services. They worked as welders in aircraft assembly plants; served in the American Women's Volunteer Service, Red Cross and Civil Defense; manned fire lookout stations; became mechanics and lumberjacks; tended livestock; grew Victory gardens; canned food and sewed uniforms.

Nearly 800 Native American women served in the Women's Army Corps (WACs), Women Accepted for Volunteer Emergency Service (WAVES), the Women Marine Corps Reserves and the Army Nurse Corp.

The purchase of Treasury Stamps and Bonds by Native Americans was considerable. By 1944, war bond sales to Native Americans had reached $50 million. They also made generous donations to the Red Cross and other service organizations.

After the War

World War II became an important turning point for Native Americans. Large numbers of reservation Indians experienced, for the first time, the non-Indian world. As a result, some returning veterans went through purification ceremonies in order to return to their pre-war harmonious life.

While the war provided new opportunities, it also disrupted old life-style patterns. The attraction to life away from the reservation was offset by the lessening of tribal ties, and the loss of tribal security offered by the reservation. Still, many Native Americans made the transition and, according to Walking in Two Worlds: American Indians and World War Two by Alison Ricky Bernstein, "learned to walk successfully in two worlds" while others continued to live on the reservations in order to preserve a cultural lifestyle not possible off the reservation.

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Fact Sheet

Navajo Code Talkers

Navajo Code Talkers Cpl. Henry Bake Jr., and PFC George H. Kirk, operate a portable radio set in a clearing in the jungle. (U.S. Marine Corps photo)

The Code Talker Program

In the Pacific, Marine Corps commanders were acutely aware of the Japanese ability to understand the English language. The Japanese demonstrated time and time again their great facility for wiretapping and deciphering of allied messages. The immediate need was to provide quick, accurate, and secure voice transmissions for Marines on the battlefield.

On Feb. 28, 1942, Maj. Gen. Clayton B. Vogel, commanding ceneral, Amphibious Corps, Pacific Fleet, and his staff, were given a demonstration on the idea of using the Navajo Indian language for secure voice and wire transmissions. Philip Johnston, a 50-year-old civil engineer living in Los Angeles, and the son of a protestant missionary, who spent 24 years on a Navajo reservation, was fluent in the Navajo tongue. Johnston, who served in World War I, knew the Germans were completely befuddled by the Choctaw Indians who used their native tongue to transmit messages. He believed using the Navajo language was the answer because the native language and its dialects are specific only to the United States. The Navajo tongue is unwritten, has complex syntax and tonal qualities, and is completely unintelligible to anyone who does not have extensive understanding and training in the language.

Vogel, as a result of the demonstration by four Navajo Indians who sent and completely transcribed a message back into English, recommended to the commandant recruitment of 200 Navajos as communicators.

The Navajo Code Talker Program began in May 1942, with 29 Navajo Indians attending bootcamp and later assignment to the Signal Field Battalion Training Center at Camp Pendleton, Calif., This first group of Navajos had the auspicious task of creating the Navajo Dictionary and numerous words for military terms not part of their language. The code eventually contained the 450 words most frequently used by the military. The dictionary and all code words were committed to memory by each individual during training. Approximately 540 Navajo Indians enlisted as code talkers by 1945, with only about 400 becoming actual code talkers. An undetermined number of Navajo Indians served as Marines in the war.

Extracts of the Original Code

Division	(Ashi-Hi)	- Salt
Company	(Nakia)	- Mexican
Squad	(Debeh-Li-Zini)	- Black Street
Wire	(esh-Le-Chee-I)	- Copper
Major	(Che-Chil-Be-Tah-Ola)	- Gold Oak Leaf
Colonel	(Atsah-Besh-Le-Gai)	- Silver Eagle
Transport Aircraft	(Atsah)	- Eagle
Fighter Aircraft	(Da-He-Tih-Hi)	- Hummingbird
Observation Aircraft	(Ne-As-Jah)	- Owl
Submarine	(Besh-Lo)	- Iron Fish
Aircraft Carrier	(Tsidi-Ney-Ye-Hi)	- Bird Carrier
Action	(Ah-Ha-Tinh)	- Place of Action
Amphibious	(Chal)	- Frog
Assault	(Altseh-E-Jah-He)	- First Strike
Fire	(Cho)	- Fire
Motor	(Chide-Be-Tse-Tsen)	- Car Head
Out	(Clo-Dih)	- Out Doors
Raid	(Dez-Jay)	- Raid
Attack	(Al-Tah-Je-Jay)	
Ready/Now	(Khut)	

A Navajo Marine uses a walky talky in the south Pacific. (U.S. Marine Corps photo)

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Navajo Dictionary

A.	(Wol-La Chee)	- Ant	L.	(Dibeh-Yazzie)	- Lamb
	(Be-La-Sana)	- Apple		(ah-Jad)	- Leg
	(Tse-Nill)	- Axe		(Nash-Doie-Tso)	- Lion
B.	(Na-Hash-Chid)	- Badger	M.	(Tsin-Tliti)	- Match
	(Shush)	- Bear		(Be-Tas-Tni)	- Mirror
	(Toish-Jeh)	- Barrel		(Na-As-Tso-Si)	- Mouse
C.	(Moasi)	- Cat	N.	(Tsah)	- Needle
	(Tla-Gin)	- Coal		(A-Chin)	- Nose
	(Ba-Goshi)	- Cow		(Nesh-Chee)	- Nut
D.	(Be)	- Deer	O.	(A-Kha)	- Oil
	(Chindi)	- Devil		(Tlo-Chin)	- Onion
	(Lha-Cha-Eh)	- Dog		(Ne-Ahs-Jah)	- Owl
E.	(Ah-Jah)	- Ear	P.	(Cla-Gi-Aih)	- Pant
	(Dzeh)	- Elk		(Bi-so-Dih)	- Pig
	(Ah-Nah)	- Eye		(Ne-Zhoni)	- Pretty
F.	(Chuo)	- Fir	Q.	(Ca-Yeilth)	- Quiver
	(Tsa-E-Donin-Ee)	- Fly	R.	(Gah)	- Rabbit
	(Ma-E)	- Fox		(Dah-Nes-Tsa)	- Ram
G.	(Ah-Tad)	- Girl		(Ah-Losz)	- Rice
	(Klizzie)	- Goat	S.	(Dibeh)	- Sheep
	(Jeha)	- Gum		(Klesh)	- Snake
H.	(Tse-Gah)	- Hair	T.	(D-Ah)	- Tea
	(Cha)	- Hat		(A-Woh)	- Tooth
	(Lin)	- Horse		(Than-Zie)	- Turkey
I.	(Tkin)	- Ice	U.	(Shi-Da)	- Uncle
	(Yeh-Hes)	- Itch		(No-Da-Ih)	- Ute
	(A-Chi)	- Intestine	V.	(A-Keh-Di-Glini)	- Victor
J.	(Tkele-Cho-Gi)	- Jackass	W.	(Gloe-Ih)	- Weasel
	(Ah-Ya-Tsinne)	- Jaw	X.	(Al-Na-As-Dzoh)	- Cross
	(Yil-Doi)	- Jerk	Y.	(Tsah-Ah-Dzoh)	-Yucca
K.	(Jad-Ho-Loni)	- Kettle	Z.	(Besh-Do-Tliz)	-Zinc
	(Ba-Ha-Ne-Di-Tinin)	- Key			
	(Klizzie-Yazzie)	- Kid			

Historical Information

- The total American Indian population in the United States in 1942 included 180 tribes (361,816 Indians) and more than 50 languages. Total population of the Navajo Tribe was approximately 50,000.

- During World War I the Germans were baffled in trying to decode messages sent by Choctaw Indians (eight were assigned to D Company, 141st Infantry). The Germans feared the use of Native Americans as communicators in future wars and sent Nazi agents disguised as students of anthropology to study tribal dialects. The Navajo tribe was the only tribe in the United States that was not infiltrated with German students the previous 20 years. The Germans had a firm working knowledge of all tribal dialects except Navajo.

- Lt. Gen. Seizo Arisue, Japanese chief of intelligence, admitted that Japanese intelligence was able to decipher the code used by the U.S. Army Air Force but was unable to break the code used by the U.S. Marines.

- After the largest Marine battle in history, Maj. Howard Conner, signal officer, 5th Marine Division, said it best regarding the invaluable service provided by the Navajo Code Talkers: "Were it not for the Navajos, the Marines would never have taken Iwo Jima." During the first 48 hours of this battle Conner had six Navajo Code Talkers working around the clock. In that period, the code talkers sent and received more than 800 messages without error.

- It is estimated that fewer than 30 non-Navajos, none of them Japanese, understood the language at the outbreak of World War II.

- Testing conducted under simulated combat conditions demonstrated that a Navajo could encode, transmit, and decode a three line message in English in 20 seconds. Coding machines of the time required 30 minutes to perform the same job.

- Approximately 21 Navajo Indians who joined the Army prior to the outbreak of World War II were shipped to Manila and became prisoners of the Bataan Death March. One of the survivors, while held as a POW, was forced to listen to recordings of the captured transmissions during torture but was unable to decipher the code. After the war, he related the story to his cousin, "They (the Japanese) knew it was Navajo," he said. "But I never figured out what you guys, who got me into all that trouble, were saying."

- The code was classified until 1968 when computer codes made it obsolete. The Navajo code was also used in the Korean and Vietnam conflicts.

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Researched by: Alexander Molnar, Jr. USMC/USA (Ret.)

Approved by Marine Corps Historical Center, Washington, D.C.

Fact Sheet

Filipino Recipient of WWII Medal of Honor

"I'm 17 years old, soon to be a high school senior, and just one of the many people who admire you for what you've done to keep America and the Philippines free. I've grown up reading about the men of the Philippine Scouts and what they accomplished at Bataan, and it never ceases to amaze me that one man can show such courage and still be matter-of fact about it. I've grown up in an age of imitation heroes in the movies and on TV, it's very comforting to know that there re still brave and honorable men such as you to remind us all of the real meaning of heroism."

Patriotic-minded teen-ager Gabriel Hollister of Findlay, Ohio, wrote this letter to Jose Calugas Sr., June 29, 1992. Calugas is the only Filipino to receive the Medal of Honor for gallantry during World War II.

Calugas couldn't answer Hollister's letter personally because the 86-year-old war hero hasn't been able to speak or write since suffering a severe stroke a few years ago, said his son, Jose Jr. The elder Calugas lives in the nursing home at the Veterans Affairs Medical Center in Tacoma, Wash.

According to the Medal of Honor citation: "The action for which the award was made took place near Culis, Bataan Province, Philippine Islands, on Jan. 16,1942. A battery gun position was bombed and shelled by the enemy until one gun was put out of commission and all the cannoneers were killed or wounded. Sgt. Calugas, a mess sergeant of another battery, voluntarily and without orders ran 1,000 yards across the shell-swept area to the gun position. There he organized a volunteer squad which placed the gun back into commission and fired effectively against the enemy, although the position remained under constant and heavy Japanese artillery fire."

Calugas was a member of the Philippine Scouts, organized by Congress as part of the U.S. Army in February 1901. He joined Dec. 30, 1930, at Fort Stotsenberg, Pampanga, the Philippines.

During a newspaper interview before his stroke, Calugas, a cook with Battery B, 88th Field Artillery, tearfully gave this account of his heroic actions:

"The gun duel started early, about 6 a.m., on Jan. 16,1942, while we were fetching water along the creek. We had just finished our breakfast. The Japanese opened fire on our place at Culis, Bataan, Philippines. At about 2 p.m., our guns were silent.

Capt. Jose Calugas

"The Japanese guns were bombarding us, but there wasn't any return fire from our side. I was very much amazed, so I went looking for my comrades. I was able to find 16 men along the creek, and I asked them to go with me to the front lines."

As they left Calugas' kitchen armed with carbines and .45-caliber pistols, the men spread themselves out about five yards apart and headed for the front line. A Japanese airplane bombed them, two were hit, and all but Calugas and a lieutenant ran to the rear.

A major, the battalion commander, and a lieutenant were at the gun position, but didn't know how to operate the artillery piece. "The four of us decided to fight the Japanese," Calugas said. "The major delegated me to operate the cannon because I was the only one who could handle all the firing mechanisms. The major was the observer."

The five-foot, four-inch, 138-pound cook knew how to fire an artillery piece because he had completed advanced artillery school at Fort Sill, Okla. "We fired one shot for observation and it landed on the Japanese gun position," he said. "We fired around 72 rounds."

About 4 p.m., the major asked Calugas to return to the rear with him and the lieutenants. He refused.

"So I stayed and fired the gun by myself," Calugas noted. "Upon sighting Japanese soldiers marching in columns at the Denalopihan bridge, I caused a direct hit. I don't know how many Japanese soldiers were killed, but I saw from the cannon tele-

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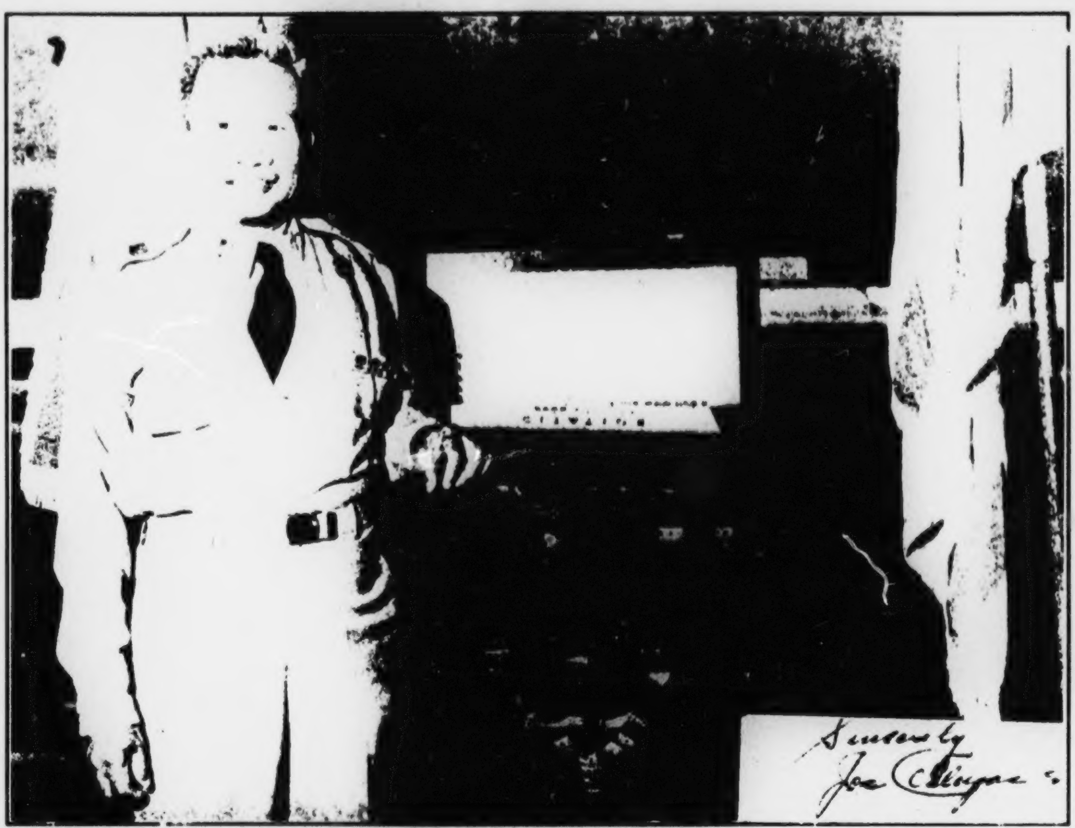


Retired Capt. Jose Calugas, a former member of the Philippine Scouts, is the only Filipino to receive the U.S. Medal of Honor during World War II. Calugas, 86, is confined to a wheelchair at the Veterans Affairs Medical Center in Tacoma, Wash. (Courtesy photo)

scope that many rounds fell on them.

At about dark, I ran back to the rear echelon to pick up two trucks and drivers to go with me to the front to get my kitchen," said Calugas, a naturalized U.S. citizen. We drove without lights and reached the place where our battalion had retreated at about 8 p.m. The soldiers were very happy, for they had not eaten for quite some time."

Captured by Japanese forces after the fall of Bataan April 9, 1942, Calugas survived the infamous Bataan Death March and more than two years in a prisoner of war camp.

"While in prison, he contracted malaria, beriberi and dysentery, but by an act of God, he survived," said his son.

The younger Calugas' wife, Goody, said, "The mayor of Bataan province requested his release and the Japanese let him go home under their 'pacification program.'" She said her father-in-law's fighting spirit wasn't destroyed by his hair-raising ordeal—he joined a Philippine guerrilla unit and later participated in a major attack on a Japanese garrison in 1945, in preparation for an American invasion.

Presented the Medal of Honor three years after the artillery battle, Calugas later said, "When the situation confronted me, I did not have any hesitation to fight and give my life for the cause of freedom and my country. It was not my assigned duty to go to the front line, for I was a mess sergeant. But when our guns were silenced, I was determined and ready to give my life for my country. I feel great being an American, I am proud to be such and I humbly say, thank you and thank you."

To America's youth, he said, "Be a man and fight for America and protect America as much as you can whether at war or in peace time." Philippine Scouts were given a chance to join the U.S. Army after the war; Calugas passed the test, became a first sergeant and later an officer, his son said.

"He is a very humble man," said his son. "For example, he roomed with another officer who didn't find out for more than six months that dad was a Medal of Honor recipient."

The scars of war had taken their toll on him. "He never liked talking about the war," the son said. "I remember him getting very emotional and crying during a newspaper interview. My mom told me—she died a couple of years ago—that he often suffered from nightmares and would wake up in cold sweats.

"We're all proud of him," Calugas continued. "He was a real disciplinarian, a really military man, and he set the example, particularly in the need to get a good education. All of us, except one brother, followed in his footsteps and got college degrees. The war hero has four children, 11 grandchildren and five great-grandchildren.

Calugas got his high school general education diploma while on active duty. He retired a captain at Fort Lewis, Wash., in April 1957, went to college and got his bachelor's degree at age 52. His civilian employer, the Boeing Co. of Seattle, allowed him to enter college to pursue a degree in business administration at the University of Puget Sound in Tacoma. He returned to Boeing after graduating in 1961, and retired from there in January 1972.

Until this year, there was nothing in the Philippines attesting to what Calugas did to keep that nation and America free, his son said. That oversight was remedied in mid April. Jose and Goody took several pieces of Calugas' military memorabilia to the Philippines and donated them to a museum in Iloilo Province, where he was born.

"He promised to do that during his last visit to the Philippines, so we have kept his promise," Goody said.

Story by Rudi Williams
American Forces Information Service

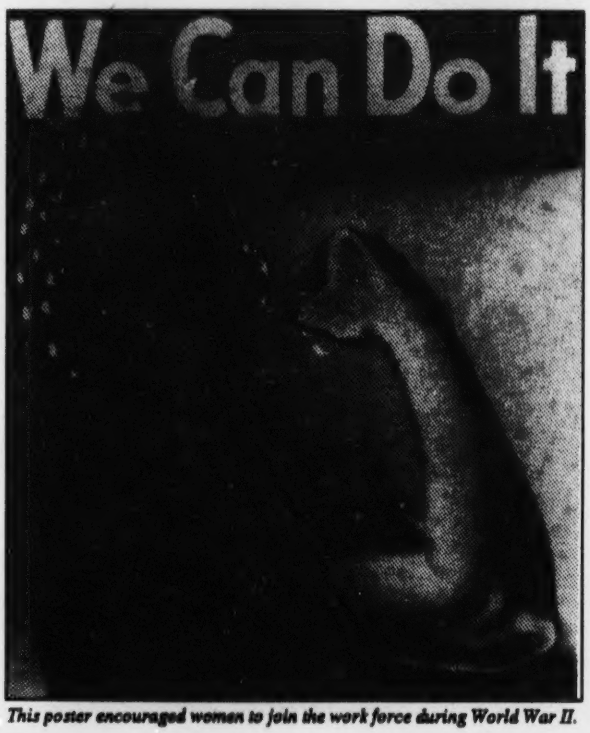
Fact Sheet

Rosie the Riveter

Women working in factories? Women building planes, tanks and ships? Women operating rivet guns, drill presses, lathes or stamping machines?

This was unimaginable to most Americans before World War II, but the pressure of the war forced America to use all resources. Men and women donned uniforms and went around the world to fight what writer Studs Terkel called "The Good War."

On the Home Front, everyone was called upon to do his or her part. Seven-year-olds planted victory gardens, housewives devised recipes to make cakes without rationed ingredients, and car owners joined carpools to save rubber and fuel. In short, everyone in the United States wanted to participate in the war effort.



This poster encouraged women to join the work force during World War II.

The United States put more than 16 million men in uniform during the war. They were the fittest and most skilled segment of the population. With so many in uniform, the nation faced a labor shortage. At first, members of the War Manpower Commission wanted to encourage civilian men, such as attorneys, to work on night shifts at defense plants. But by early 1943, they realized this wouldn't work. Women had to fill the need.

In April 1943, the commission's Women's Advisory Service issued the "War Job Platform of American Women." It urged women with young children to stay home with them--saying "under no circumstances can the children upon whom the future of the Nation depends be neglected."

Women without children were encouraged to fill defense plant and other important jobs vacated by fighting men. "The men of the armed forces must never lack equipment, arms, or medicines because some woman was unwilling to work with her hands, her head and her heart," said the platform.

Women left farms, homes and traditional female jobs to become aircraft mechanics and to make bombs and weapons. They soon became known by the nickname from a popular song title, "Rosie the Riveter." At Kelly Field (now Kelly AFB) in Texas, they were called "Kelly Katies."

One former "Katie Kelly", Eleanor Nesloney, was a beautician in Winters, Texas, when she saw a training program ad. "My sister and I went up to Abilene, Texas, to register--we wanted to be a part of the war effort," she said.

"We didn't hear anything for about six or seven months, then we were told to report to Duncan Field in San Antonio. They tested us almost three months, then asked us to pick the area where we wanted to work. I picked engines, although I don't know why."

Nesloney spent 535 hours in the San Antonio War Industries Training Program. She studied hydraulics, technical orders, blueprints, sheet metal, welding and heat treating. Much to her surprise, she said, she did very well, earning an A-minus.

Her high grade netted a job as an engine inspector on the swing shift. "There were some men on the production line earning less than me," she said. "They were upset." When she left the job at the war's end, she was making $2,600 a year--more than twice her beautician earnings.

Nesloney and the other Katies worked six days a week in the plant. "It didn't seem bad at the time," she said. Nesloney met her husband, John, on the job at Kelly. An industrial engineer, John had returned to Kelly from an assignment at Burtonwood Air Base in England. She "retired" after marrying John and devoted herself to raising their three children.

Nesloney's experience backs up the point made by Maureen Honey in her book, Creating Rosie the Riveter: Class Gender and Propaganda. Honey maintains that the idea that Rosies were mostly former housewives is a myth. She said most were employed in traditional female jobs and took defense work because it had better pay and more prestige.

Sherna Berger Gluck's collection of oral history, Rosie the Riveter Revisited, further reinforces this view. Most women she interviewed left lower-paying jobs for defense plant work. For many black women she interviewed, the war provided an opportunity to escape from domestic work.

According to Gluck, black women were more likely to get better jobs than black men because of a belief that it would be easier to push women out of the workplace after the war than men. One black woman said that while Lincoln may have freed the slaves, "Hitler was the one that got us out of the white folk's kitchen."

Still, World War II marked an important transition for women as the first time such large numbers did skilled industrial work. In The Good War, Terkel said he believed the war planted the seeds for women's later entry into the workplace. One Terkel interviewee, Dellie Hahn, may have said it best, recalling Sunday dinner talk between two Rosie sisters:

"She and her sister at the dinner table were talking about the best way to keep their drill sharp in the factory. I never heard anything like this in my life. It was just marvelous."

By Evelyn D. Harris, American Forces Information Service

Fact Sheet

Sullivan Brothers

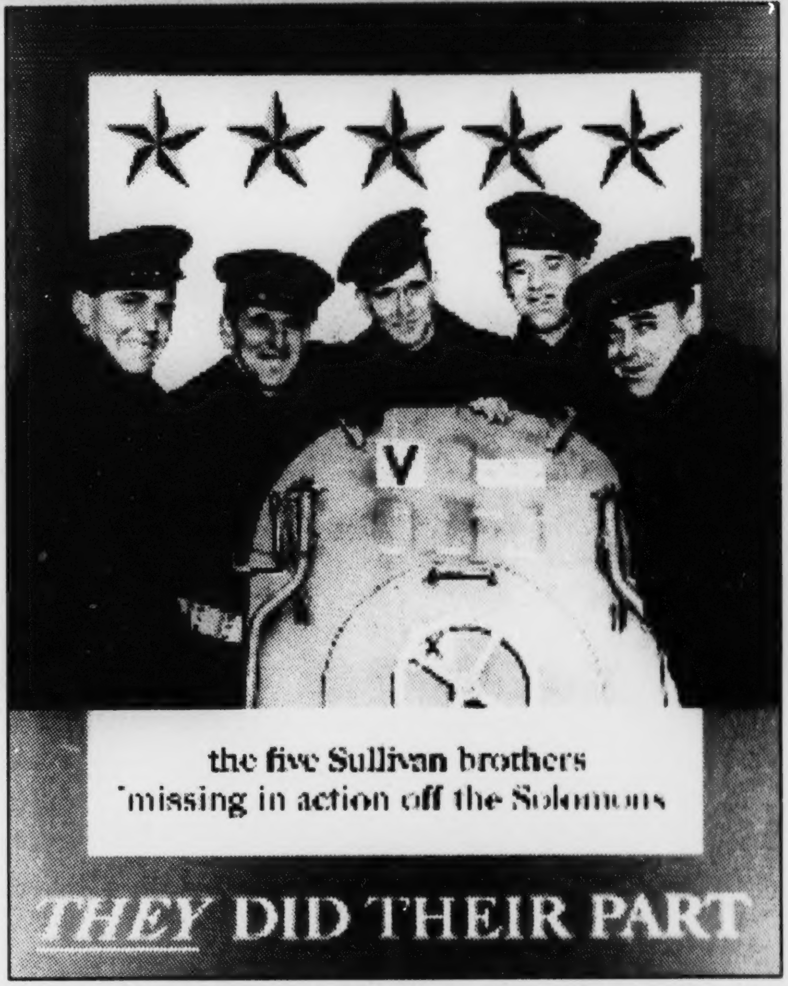
The Five Sullivans

On the morning of Nov. 13, 1942, a Japanese submarine fired the fatal blow on the USS Juneau in the Battle of Guadalcanal. Of the speculated 140 who survived the sinking, only 10 were rescued. Among those who were lost in the tragedy were five from Waterloo, Iowa: The Five Sullivan Brothers. The loss of George, 28; Francis, 27; Joseph, 24; Madison, 23; and Albert, 20; has been called the biggest blow to any one family in U.S. wartime history.

They had all talked about joining the Navy. When their buddy, Bill Ball of Fredericksburg, Iowa, was killed on the USS Arizona during the Japanese attack on Pearl Harbor, the five brothers decided to enlist together to avenge his death. It was also for this reason that the five brothers were adamant about serving together. During wartime, the accepted policy was to separate family members. But the brothers persisted, and their request was finally approved.

George, the eldest, summarized the brothers' philosophy: "If the worst comes to worst, why we'll all have gone down together." Unfortunately, that came to pass.

Surviving the brothers were their parents, their only sister, Genevieve, and the youngest brother's wife and son, Mrs. Katherine Sullivan and Jimmy. Commitment to the Navy and to the war cause lived on with the remaining Sullivans. Mr. and Mrs. Sullivan set forth on a nationwide tour of the shipyards and war plants supporting the Navy cause and praising the workers to inspire their continued efforts. Genevieve did her part by joining the Naval service as a WAVE (Women Accepted for Voluntary Emergency Service). Little Jimmy Sullivan went on to serve, too. When he turned 17, he enlisted in the Navy, just like his father.


the five Sullivan brothers
missing in action off the Solomons
THEY DID THEIR PART

This World War II poster honored the five Sullivan Brothers who gave their lives in defense of their country. ((U.S. Naval Historical Center Photograph)

The *USS The Sullivans*

The Navy honored the service and sacrifice of the five Sullivan brothers April 4, 1943, in San Francisco when Mrs. Sullivan christened the destroyer named for the famous brothers: The USS The Sullivans. The destroyer went on to earn 9 battle stars in the war.

Under the command of Cmdr. Kenneth Gentry, the USS The Sullivans was commissioned Sept. 30, 1943. It arrived at its first duty location, Pearl Harbor, Dec. 28, 1943. For the next 18 months, the vessel was assigned such duties as plane guard for fast carriers, shore bombardment and anti-kamikaze picket duty at Okinawa.

The ship was considered to be lucky as it survived a devastating typhoon Dec. 18, 1944, that cost the Third Fleet three destroyers.

The USS The Sullivans saw her last combat action of World War II May 14, 1945, as she screened the USS Enterprise from air attack. Her crew is credited for knocking out one of four Japanese aircraft lost during the attack.

The ship was sent to Mare Island, Calif., for a refit in 1945 and decommissioned and placed in reserves from January 1946 to May 1951.

The ship returned to duty during the Korean war and continued service until January 1965 when she was decommissioned for the last time.

The ship is now on display in Buffalo, N.Y.

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Fact Sheet

Women in World War II

During World War II more than 265,000 American women joined the Armed Forces. These volunteers wanted to contribute directly to the war effort by freeing office-bound male soldiers to fight on the battle fronts. The women worked as everything from clerk to airplane mechanic. The Army sent women to every theater of the war, including North Africa, Europe, the Pacific Islands, China, India and Burma.

The Women's Army Auxillary Corps (WAAC)

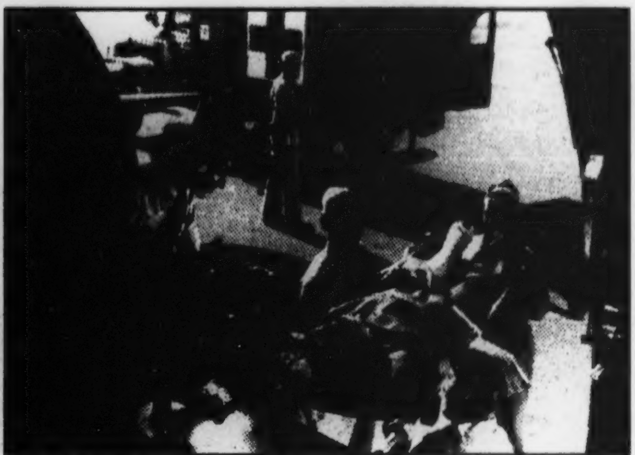
Women's Army Corps (WAC)

Army Air Force (AIRWAC)

Approximately 150,000 American women served in the Women's Army Corps (WAC) during World War II. The WAC started out as the Women's Army Auxiliary Corps in May, 1942. WAACs worked alongside the Army but were not part of it. In 1943, Congress decided to bring the women directly into the Army. Although the vast majority of WACS served in extremely essential but fairly traditional jobs such as typing, switchboard operator and file clerk, the Army quickly discovered that women also made good truck drivers, airplane mechanics, laboratory technicians and parachute riggers. Although the vast majority of overseas positions were office oriented, these assignments were highly coveted because many women longed for the opportunity to travel. More than 8,000 WACs served in the European Theater of War, and 5,500 were sent to the Pacific. Smaller numbers of WACs served in the China-India-Burma Theater.

Women Accepted for Volunteer Emergency Service (WAVES)

The Navy accepted more than 100,00 women into its ranks during World War II. The vast majority of WAVES were assigned traditional office jobs, and WAVES were not allowed overseas except in Hawaii. These women were proud to serve in the Navy, however, because they were making a direct contribution to the war effort by doing jobs which freed men to serve on the high seas.



A flight nurse watches as a casualty is transferred from an ambulance to a Douglas C-54 air evacuation plane April 19, 1945.

Aviation Machinist Mate Violet Falkum, turns the propeller of an SNJ at NAS, Jacksonville, Fla., Nov. 30, 1943. (U.S. Navy photo)

Marine Corps Women's Reserve

The Marine Corps was the last major service to open its doors to women. Approximately 23,000 women joined the Marine Corps Women Reserve after it was formed in February 1943. After taking basic training at Camp Lejeune, N.C., women Marines received assignments as stenographers, file clerks, payroll clerks, cooks and bakers, truck drivers, aviation mechanics, radio operators, photograph analysts and parachutes packer at Marine posts such as Camp Lejeune; Camp Pendleton, Miramar, Santa Barbara, and San Diego, Calif.; Arlington and Quantico Va.; Washington D. C.; and Parris Island, S.C. The women were not allowed to serve overseas except in Hawaii.

Coast Guard Women's Reserve (SPARS)

The Coast Guard recruited 10,000 women during World War II. More than 70 percent of these SPARS, who were assigned the rank of "Yeoman," used office and clerical skills in their Coast

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Guard assignments to free formerly office-bound men for duty at sea. The Coast Guard trained other SPARS as storekeepers, radio technicians, truck drivers, cooks and bakers, parachute riggers, and pharmacists mates. SPARS also worked at two shore-based LORAN Stations. LORAN, which stood for Long Range Aid to Navigation, was a highly secret radio signal system which passed information between coastal stations and U.S. military ships and planes.

Women Airforce Service Pilots (WASPS)

Initially, there were two separate organizations for women pilots who wanted to aid the war effort. The Women's Auxiliary Ferrying Squadron, (WAFs) formed in September of 1942 and commanded by Nancy Love, consisted of 28 highly skilled female pilots with more than 500 hours of flying time. These women began ferrying military planes across the country in September of 1942. The Women's Flying Training Command, commanded by Jacqueline Cochran, was a much larger organization formed to train female pilots for the demands of flying large military aircraft across the country. More than 1,800 women completed the rigorous course. In August 1943, the two organizations were joined to form the Women's Airforce Service Pilots. The women, called WASPS, were paid as civil service employees but received assignments through military orders and were subject to strict military discipline. In addition to ferrying military aircraft, WASPs test-flew newly repaired planes, and trained anti-aircraft artillery gunners by acting as flying targets. WASPs were prohibited from accepting any assignment which would take them overseas.

Marjorie Ketchum and Barbara Donahue, WASPS at Romulus Army Air Field Mich. (U.S. Air Force Photo)

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Black Army nurses were assigned to support Tuskegee Airmen units. (U.S. Air Force photo)

Army Nurse Corps

More than 60,000 nurses accepted commissions in the Army and served in every theater of the war. More than 200 died, (16 killed as a result of enemy action), 26 wounded in action, 68 were POWs in the Philippines. Flight Nurse Reba Whittle was a POW in Germany for five months. Five nurses were reported as "missing in action," 1,400 were decorated for bravery under fire and meritorious service.

The Army Nurse Corps received full military status in 1944. While Army Nurses began the war holding "relative rank," and receiving less pay than their male counterparts, these inequities had been resolved by the end of the war. Probably more important, however, is that Army nurses served near the front lines around the world, landed with the troops in North Africa and Europe, evacuated casualties aboard hospital ships and planes, and assumed greater professional responsibilities in the operating room and greater administrative responsibilities in the classroom. By the end of the war, the American public recognized the professional status of the nurse for the first time in history.

Navy Nurse Corps

Although the vast majority of 14,000 World War II Navy Nurses worked in Navy hospitals located in the United States, some Navy nurses received assignments which took them out of the country. Ann Bernatitus received the Navy's first Legion of Merit Medal ever awarded for her conduct on Bataan and Corregidor. Ensign Jan Kendleigh, the first Navy nurse to fly into Iwo Jima to evacuate casualties, landed at the airfield under mortar fire; she and the crew had to take shelter in foxholes until enemy positions north of the field could be wiped out. Nurse Kendleigh continued her ground breaking effort by being the first Navy Nurse to land on Okinawa.

Fact Sheet
Women's Airforce Service Pilots

World War II

By Dec. 7, 1941, when Pearl Harbor was attacked, a group of American women was volunteering to go to England and ferry planes there. At their head was Jacqueline Cochran, the most famous woman pilot of the 20th century. Cochran had already proposed to Gen. Henry "Hap" Arnold a program employing women pilots in the United States to free men there of overseas duty should the need arise. In mid summer 1942, Arnold, hard press for pilots, told Cochran to come home from England and put her plan into action. She came home in early September.

Few American women had enough piloting time to meet the requirements for joining the Air Transport Command, which ferried plans. However, by December, 25 had qualified as members of the WAFS (Women's Auxiliary Ferrying Squadron) under Nancy Love. Meanwhile, at Houston, a cadet flight school had enrolled 28 women, each having a minimum of 200 pilot hours and they were undergoing rigorous training from which two were withdrawn for medical reasons. Three failed to pass the tough course. As additional students reported to the flight school, facilities proved inadequate and the school was transferred to Avenger Field, Sweetwater, Texas.

As the urgent needs of the Air Forces increased, so did the duties to which women graduates were assigned. By September 1943, they were reporting not only to ferry aircraft, but to low-target training to four-engine bomber school and to B-25 and H-26 (twin-engine bombers) schools from which they were assigned to other bases. The acronym WAFS referred to "ferrying squadrons" and it was no longer applicable and with the appointment of Cochran to direct all WASPs the name was from then on "Women Air Force Service Pilots. Love simultaneously was designated executive for WASP in the Air Transport Command.

Aviation had not then witnessed--nor is it ever likely to do so again--anything like what the young women pilots tackled and accomplished. Rapidly the term "experimental" was forgotten as time after time they succeeded where failure was predicted.

Under top secret conditions, a group trained as low-target pilots. Of that first group, some then learned to fly radio-controlled target planes. During that training one WASP sat in a PQ-8 craft controlled by a second WASP in a "mother ship" using radio controls. The "captive" WASP rode helpless as her tiny plane zoomed and dived, but in dire emergency she was ready to over-ride the radio controls.

Those towing targets reported to bases devoted to training anti-aircraft crews and airborne gunnery men, often as not using live ammunition. More than one WASP-piloted plane landed with holes in the planes as well as in the targets. Some flew low-level missions laying down smoke screens in mock chemical warfare. Others flew fighter aircraft as targets for fighter pilots who "shot" film rather than ammunition.

In the Ferrying Division of the Air Transport Command women pilots proved step by step that they could fly anything the Air Forces had and do it well like the men. These women gathered cross country navigational skills, practiced flying by reference solely to instruments, and criss-crossed the nation making deliveries in more and more complicated planes. By the date when all WASPs left service, the women were ferrying every P-47 Republic "Thunderbolt" rolling off factory lines and just about the same for all other fighter aircraft.

Jackie Cochran inspects her WASPs. (Courtesy photo)

Throughout the United States, WASPs flew cargo, top secret weapons and personnel. They tested planes to be certain they were safe for use by instructors and students. They flew for the Weather Wing. Whatever their assignment, WASPs performed acceptance and praise.

But unlike other women in military service, Women Airforces Service Pilots never received the militarization promised to them. Thirty eight died in the line of duty. They died and were buried without military honors. No WASP enjoyed the privileges of other veterans after the war ended. But in every way save one, WASPs lived a military life. The exception was their right to resign--a right few exercised until they were told they would be sent home on Dec. 20, 1944. Even then, more than 900 continued in service to the last minute of the final hour.

Becoming Veterans

In the mid 1970's, newspapers announced that the Air Force planned to train its "first women military pilots." To WASPs the news was an outrage and an insult. They at once began a campaign to be recognized as the veterans they knew themselves to be in 1977. Congress acknowledged the fact that these women were indeed veterans, pilots who had done dangerous duty when their nation needed them. But official acceptance did not come until 1979. In that year, the Air Force accepted them as a part of itself.

The Women Airforce Service Pilots are proud that in 1984 each was awarded the Victory medal and those who served on duty for more than a year also received the American Theater medal.

All WASPs cherish memories of having served as pilots in WWII. What they achieved then paves the way for all American women who seek to serve the United States as military pilots. (Courtesy, Secretary of the Air Force Public Affairs)

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Fact Sheet

The Home Front

During World War II, while the U.S. military was deploying across Europe, North Africa and the Pacific, the civilian population waged a different kind of war. Americans on the home front mobilized in support of the war effort in a variety of ways. After the Depression, people, businesses and the government were anxious to pitch in and begin production to fill the increasing need for everything from ships to chewing gum.

A Job To Do

In 1939, roughly 10 million people were unemployed. Countless more had substandard, low paying jobs. Factories were under-producing and farmers were unable to sell what they were producing. When the war broke out in Europe, things changed dramatically. Between 1941 and 1945, the number of jobless people dropped to roughly 1 million. The output of manufactured goods increased by more than 300 percent and average productivity was up by 25 percent. Even after correcting for inflation, real earnings rose 27 percent in manufacturing work.

Farmers prospered as well, as their products were once again obtainable. The number of people supplied per farm rose from 10.7 to 14.6 during the war years, a 36 percent increase in productivity. Livestock output rose by 23 percent and crop output increased by 14 percent. All this was done with only 5 percent more acreage in crops and 10 percent fewer workers. This "second agricultural revolution," as historians call it, was made possible by the increased use of fertilizers, pesticides and mechanical equipment. Per capita farm income tripled over the five-year period between 1940 and 1945.

Just Make Do

In spite of increased production, many items became scarce as the war effort tapped America's resources. For example, canned goods were rationed throughout the war because steel was essential in the production of planes, ships, tanks and other military equipment. The same priorities forced consumers to forgo the purchase of refrigerators, washing machines, alarm clocks, bed springs, hair pins, metal office furniture, lawnmowers and residential oil burners. Consumers had to apply to their local rationing boards for the special certificates necessary to purchase typewriters or bicycles. Scrap drives for tin, iron, rubber and newspapers linked local neighborhoods to the boys on the front lines. Even used cooking fat was "recycled" into glycerine for explosives. Gas and food were rationed and walking or riding a bike became commonplace.

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An eager school boy gets his first experience in using War Ration Book Two. With many parents engaged in war work, children are being taught the facts of point rationing for helping out in family marketing. (Courtesy, National Archives)

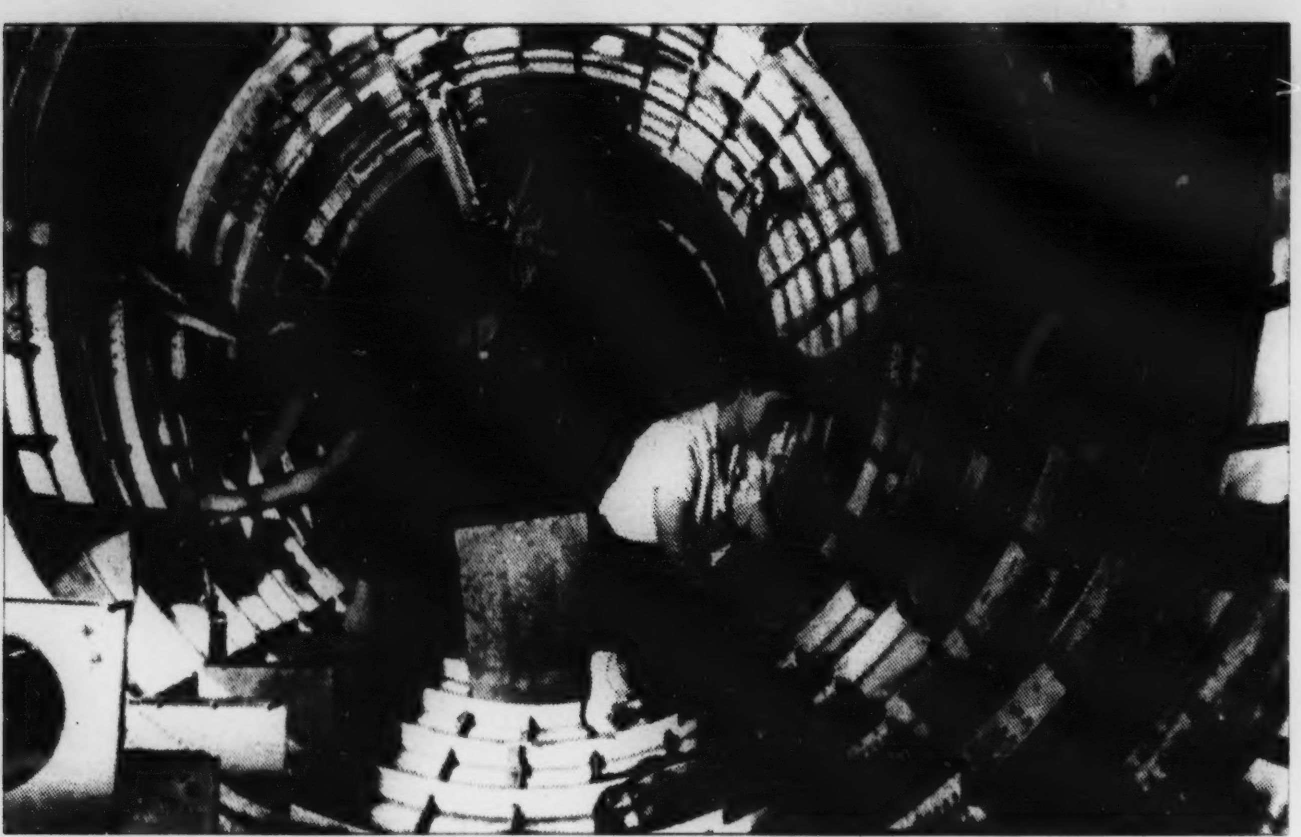
Victory gardens were planted serving to promote pride in "doing your part" and help reduce dependence on a system working to supply food for our troops. In 1943, these gardens provided more than one-third of the vegetables grown in the country.

However, out of the war also came the "black market," enabling people to purchase many rationed items "under the table" if they knew who to ask and were willing to pay the price. Neighbors united in mourning loved ones killed in the war. A blue star placed in the window indicated a family member had gone to war; a gold star meant a family member had been killed.

During World War II, the government sponsored eight war bond drives. The majority of the bonds, however, were purchased by commercial banks, insurance companies, savings banks and state and local governments rather than individual investors.

Changing Times

World War II held important liberating changes for women on the Home Front. While more than 350,000 women chose to donn military uniforms, 6.5 million women worked in defense plants and even more worked in offices during the war. Another liberating change to come about was the wearing of pants by women, a necessity in the factory environment. Shortages dictated further fashion changes for both women and men. In order to save 40-50 million pounds of wool each year, the War Production Board ordered the elimination of vests, patch pockets, cuffs and an extra pair of trousers in men's suits. The single breasted jacket was shorter and had narrow lapels. For women, fashions were shorter and more trim with few pleats and ruffles.



More than 350,000 women joined the military while 6.5 million went to work in the defense industry and even more worked in offices in support of the war effort.

Women Production Workers in Manufacturing as Percentage of all Production Workers

Select Years

Industry	1940	1944	1946
Iron & Steel	6.7	22.3	9.4
Electrical Machinery	32.2	49.1	39.1
Automobiles	5.7	24.4	8.9
Textile Mill Products	43.0	51.4	46.7
Apparel	75.2	78.0	76.9
Chemicals	15.4	31.6	20.5
Rubber	25.4	35.1	23.9
All Manufacturing	24.1	33.3	26.6
Total Labor Force	**28%**	**36%**	**31%**

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Researched by Maj. Mary Anne Frazier, USAR.

Approved by U.S. Army Center of Military History, Washington, D.C.

Supporting the War Effort

Supporting the war effort also meant making changes in both industry and home life. Manufacturing companies accepting government contracts often were required to invest in new equipment. However, the government took certain steps to help the process. New tax laws allowed firms to depreciate the cost of conversion to war production over a five-year period. Popular "cost-plus-fixed fee" contracts guaranteed a profit. The government provided manufacturers with immunity from anti-trust prosecution if the firms involved could show that collusion would increase the output of military goods. Although the government did try to help businesses, a half million small businesses still went bankrupt during the war.

Family life changed as well. Migrating to the city where work was plentiful meant dislocation and sometimes substandard housing as the sudden surge in population created problems for the cities in the areas of providing roads, sewage lines, sanitation crews, water, electricity and schools. As mothers became single parents, children came to experience life without a father.

The labor shortage during the war helped many women and minorities obtain higher paying industry jobs. Some individuals moved up from unskilled jobs into semi-skilled and foreman positions. Other workers joined labor unions for additional security. Farmers asked the federal government to ease restrictions on Hispanic migrant workers, and the government complied although farmers were required to pay agricultural workers a minimum wage. Although the opportunities for minorities increased in industry, the military, as well as the South, remained segregated. A total of 18 race riots occurred and, unfortunately, the number of race-related murders increased.

Fact Sheet

WW II Industrial Mobilization

World War I taught us that it was not enough to have the potential for producing large amounts of war materials. Some effective planning had to accompany that potential because, in essence, the United States fought World War I with material borrowed or bought from the French and British.

During the decades of peace between the wars, the Planning Branch of the War Department and the Joint Army and Navy Munitions Board was charged with planning for any future mobilization of the nation's resources. The result of this planning was an Industrial Mobilization Plan (IMP) in 1931, that was revised several times up to 1939. The IMP was only one of three plans to transition the U.S. from peace to war.

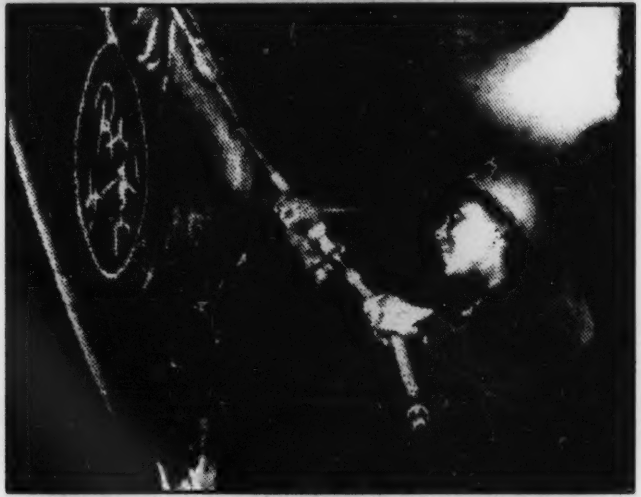
The other plans were: (1) the Protective Mobilization Plan (PMP) for military mobilization, (2) the Procurement Plan to obtain the necessary equipment for the Army, and (3) the Industrial Mobilization Plan (IMP).

The Preparedness Program

In 1939, at the end of the Depression, America had great reserves of manpower manufacturing facilities, raw materials, and scientific and engineering skills. However, having the biggest industrial establishment in the world did not mean that America was strongest militarily. At that time, the U.S. Army totaled less than 190,000 men and ranked 17th among the armies of the world. The Army Air Corps had 20,000 men and 1700 mostly obsolete aircraft. However, the U.S. Navy was well equipped.

With the beginning of World War II in Europe in September 1939, President Roosevelt proclaimed a limited national emergency and implemented the Protective Mobilization Plan Sept. 8, 1939. This plan was intended to strengthened the national defense within the limits of peacetime authorizations. With the evacuation of the British Expeditionary Force (BEF) from France and the loss of its equipment at Dunkirk, and the fall of France in June 1940, the United States obligated itself to re-equip the BEF. Seven million Enfield rifles, 8,250 tanks and anti-tank guns, 3,400 anti-aircraft guns, 2,100 artillery pieces, and other equipment and ammunition to equip and maintain a British force of ten new divisions was ordered.

Steel under giant rolls being shaped for submarine construction at the Electric Boat Co., Groton, Conn., in August 1943. (Photo Courtesy National Archives)



Eastine Cowner, a former waitress, is helping in her job as a scaler to construct the Liberty Ship USS George Washington Carver *at the Kaiser shipyards, Richmond, Va. The ship was launched May 7, 1943. (Photo Courtesy National Archives)*

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President Roosevelt, during one of his radio *Fireside Chats*, called this re-equipment the "arsenal of democracy." The re-equipment would cost $7 billion. The result was the Lend-Lease Program, in which the arms and equipment were "lent" to Britain and Russia in exchange for use of overseas bases and other considerations.

The Victory Plan

The armed forces expanded rapidly with the aid of the nation's first peacetime draft in September 1940. Munitions output soared as civilian industry converted to defense production. However, issues of priority arose and problems appeared in material shortages, wage and price distortions, labor migration, industrial unrest, and inflation.

The PMP could not compete with the demands of Lend-Lease and domestic mobilization. In the summer of 1941, President Roosevelt tasked the Secretary of War to determine overall production requirements and establish objectives to defeat potential enemies.

Maj. (later General) Albert Wedemeyer, a staff officer in the War Plans Division, developed a plan in 90 days for mobilizing and employing the nation's resources for a total war effort. His 14-page document was called the "Victory Plan" and it called for the creation of an armed forces of more than 12 million with the organization and equipment to support it. This plan became the nation's basic guide to mobilizing the manpower and material for a global war.

Lend-Lease and the nation's domestic mobilization gave the wartime industrial base an early start on expansion. When Roosevelt and Churchill met in August of 1941 to proclaim the Atlantic Charter, the country was well on the way to making the transition from peace to war. After Pearl Harbor, the "defense program" became the "victory program."

The industrial mobilization of the U.S. was in four distinct phases: (1) Industrial build-up, May 1940-Fall 1943 (2) High production, late 1943-March 1945 (3) Production maintenance, April-August 1945 (4) Reconversion to peace, Post August 1945.

Government Controls

In August 1939, President Roosevelt created the War Resources Board (WRB), a civilian group of top businessmen. The WRB reviewed the industrial mobilization plans and advised the planning agencies. The WRB was superseded by the National Defense Advisory Commission (NDAC) in early 1940, and then by the Office of Production Management (OPM) in late 1941.

The need to provide guidance for the Victory Plan and the demands of Lend-Lease called for a new organization. The War Production Board (WPB) thus superseded the OPM and President Roosevelt finally delegated some of his authority to a single chairman, Donald M. Nelson. It was Nelson who effectively harnessed all the groups (i.e., labor, business, government, education and military) together for a united war effort.

Starting with as few as 100 people to administer the NDAC, the OPM required about 8,000 government employees while the WPB needed 23,000 employees by 1943. The actual dollar expenditure of the U.S. Government during the war was $337 billion. Most of that was spent on procurement of war-related items. The Manhattan Project that built the atomic bomb required the services of 100,000 workers at a cost of more than $2 billion. At the peak of the war effort, 30,000 War Department civilian employees were required just to inspect military procurement activities.

Production aides Ruby Reed and Merle Judd of Gumman Aircraft Engineering Corporation. (Photo courtesy National Archives)

Achievements

The Allies overcame the headstart of the Axis Powers. The enemy collapsed under America's overwhelming superiority to develop, manufacture, and deliver large quantities of equipment and supplies.

• The automobile industry was the heart of American industry at the start of the war. It was the greatest reservoir of inventive, technical and mechanical talent ever assembled. Some of its highlights were:

- Produced 75 percent of all aircraft engines
- More than one-third of all machine-guns
- 80 percent of all tanks and tank parts
- 50 percent of all diesel engines
- 100 percent of the Army's vehicles

• The greatest production success was the aircraft industry. In 1939, 5,865 aircraft were produced. By 1944, aircarft production peaked at 96,318.

• Manufacturing, mining and construction industries doubled their production between 1939-1944.

• War production, as a percentage of total Gross National Product (GNP), rose from 2 percent to 44 percent between 1939-1944.

• Domestic production of industrial raw materials increased 60 percent and steel production doubled.

• Imports of crude materials from 1940-1944 were 140 percent of the 1939 rate.

• Industrial employees worked an average 90 hours per week, versus 40 hours per week before the war.

• By 1944 there were 18.7 million more people at work than in 1939.

At the Tehran Conference in late 1944, Marshal Stalin of Russia proposed a toast saying that without American war production "our victory would have been impossible." Once mobilized, U.S. production lines turned out annually 50,000 aircraft, 20,000 tanks, 80,000 artillery pieces, and 500,000 trucks.

American industry made an overwhelming contribution to final victory and this effort transformed the nation forever.

World War II Total Productions

Item	Quantity
Battleships	10
Aircraft Carriers	27
Escort Carriers	110
Submarines	211
Cruisers, Destroyers/Escorts	907
Rail Road Locomotives	7,500
Guns & Howitzers	41,000
Landing Crafts	82,000
Tanks & Armored Vehicles	100, 000
Ships of All Types	124,000
Aircraft	310,000
Steel Production (tons)	434,000
2 1/2 Ton Trucks	806,073
Vehicles of All Types	2,400,000
Rifles & Carbines	12,500,000
Yards of Cotton Textiles	36,000,000,000
Rounds of Ammunition	41,000,000,000

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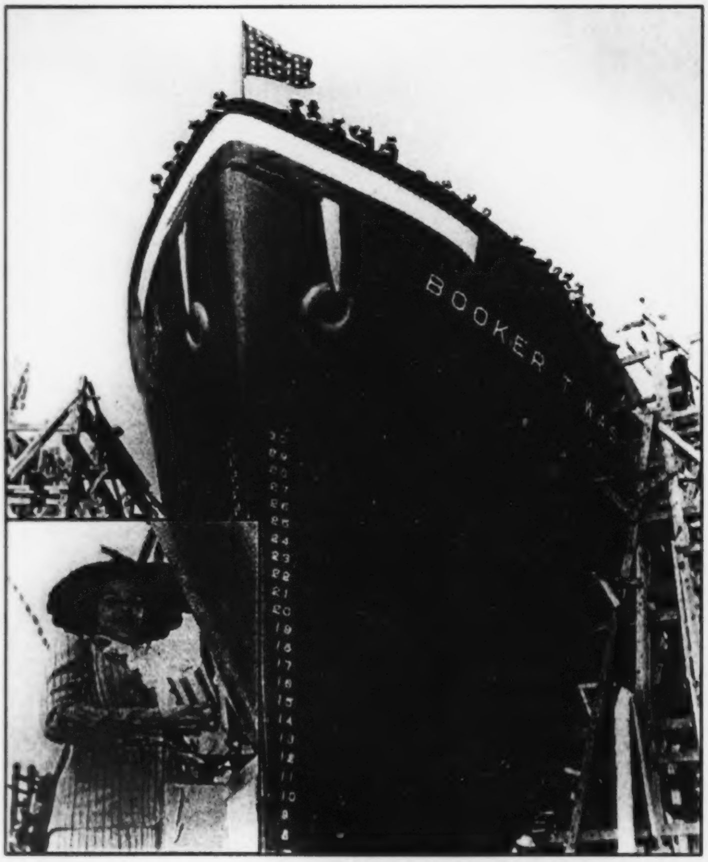
Fact Sheet
Liberty Ships in World War II

African Americans and Liberty Ships

Liberty Ships were constructed between 1941 and 1945 as "emergency additions" to a wartime shipbuilding program initiated with the formation of the United States Maritime Commission (USMC) under the Merchant Marine Act of 1936. Many members of the construction crews were African Americans who for the first time were permitted in the mainstream of industrial development.

In 1942, more than 6,000 black shipyard workers were employed at the Bethlehem-Fairfield Shipyard in Maryland, the largest of the emergency yards. By January 1945, the total number of employees was in excess of 27,000. A total of 385 Liberty Ships were constructed at Bethlehem-Fairfield. The yard enjoyed one of the best construction speed records on the East Coast. Consistently, it reported low production costs with the average ship costing 1.75 million dollars.

Black women significantly contributed to the construction effort of Liberty Ships. At the Richmond Shipyard No. 1 of the Kaiser Company in California, approximately 1,000 black women were included among the 6,000 black workers in the four Kaiser shipyards at Richmond. The women performed tasks similar to those of the men.



The Liberty Ship USS Booker T. Washington was commissioned in 1942. Marian Anderson (inset) christened the ship.

The S.S. Booker T. Washington

Of the Liberty Ships, 18 were named for outstanding African Americans. The first, not surprisingly, was named in honor of Booker T. Washington, founder of Tuskegee Institute and national advisor on "Negro affairs." Marian Anderson christened the ship in 1942 and sang the "Star Spangled Banner." Captain Hugh Mulzac, an African American, served as master of the ship, his first command. He remained with the vessel for four years, delivering troops and supplies to the war zones.

Mulzac was but one of the approximately 24,000 African Americans serving in the Merchant Marine during WW II. The Merchant Marine applied a nondiscrimination policy at its training centers which enrolled seamen, regardless of race. African Americans served in every capacity aboard the ships operated by the Merchant Marine. Many felt that the interracial crews of the Liberty Ships depicted a saga of racial democracy that the American public needed to know. The men were praised not only because of their ability to work together but were also honored because they suffered the highest casualty rate of any service.

Liberty Ships Named for Other African Americans

The remaining 17 Liberty Ships were named in honor of Robert S. Abbott, Robert J. Banks, George Washington Caver, William Cox, Frederick Douglass, Paul Laurence Dunbar, John Hope, James Weldon Johnson, George A. Lawson, John Merrick, John H. Murphy, Edward A. Savoy, Robert Smalls, Harriett Tubman, Robert L. Vann, James K. Walker, and Bert Williams.

William Cox and George A. Lawson

These two honorees were Merchant Marine seamen who lost their lives when their vessels, running without naval escort, came under enemy fire. Cox was a fireman on the vessel *S.S. David H. Atwater* which was shelled and sunk by a German submarine 10 miles off the coast of Virginia on April 2, 1942. Only three survived of the crew of 26 men, most of whom died from machine gun fire while launching life boats. George A. Lawson served as a messman on the vessel *Menoninee* which was shelled and sunk by a German submarine 9 1/2 miles off the Virginia coast on March 31, 1942. Of its crew of 18, only 2 survived.

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John Hope and George Washington Carver

Two noted black educators were included in the honorees. John Hope was the former president of Atlanta University in Atlanta, GA. The *S.S. George Washington Carver* carried the name of the scientist and educator at Tuskegee Institute in Alabama. The ship was launched in Richmond, California in May 1943. Actress and songstress Lena Horne christened the ship, toured the shipyards and sold $25,000 in war bonds, a considerable amount for that time period.

Anna Bland, a burner, is working on the USS George Washington Carver. (April 1943) (Official OWI Photo by E. F. Joseph)

Frederick Douglass and Harriett Tubman

Frederick Douglass and Harriett Tubman were former slaves who became abolitionists. Harriett Tubman was the only black female for whom a ship was named. During the Civil War, she served as a nurse and a spy for the Union Army. Harriett is known for her many successful "trips" on the underground railroad, assisting African Americans in their escape from slavery to freedom. Douglass authored two autobiographies and edited The North Star, an abolitionist newspaper. The *S.S. Frederick Douglass* had a integrated crew commanded by a black master, Captain Adrian Richardson. Captain Richardson also served as a captain of an Army transport during WW I.

James Weldon Johnson

The S.S. James Weldon Johnson was named for another social activist. Johnson was a noted author, lyricist, and activist for human equality. He gained distinction as the first executive secretary of the National Association for the Advancement of Colored People.

John Merrick, Robert S. Abbott, John H. Murphy, Robert L. Vann

Journalists and businessmen were included in the naming of the Liberty Ships. Merrick was the first president of the North Carolina Mutual Life Insurance Company, a company that is still operating. Three ships were named for newspaper publishers, Abbott, The Chicago Defender; Murphy, The Afro-American Newspaper chain; and Vann, the Pittsburgh Courier, first published on March 10, 1910. The Courier was the most widely-read black newspaper in the U.S. in 1940. Vann was also active in the political life of Pittsburgh.

Edward A. Savoy and Robert Smalls

Liberty Ships were also named for African Americans who had served the nation through civil service jobs or elected positions. Edward A. Savoy was employed by the federal government in 1869 as a page to Hamilton Fish, Secretary of State. In 1898, he travelled to Paris to serve the United States Peace Commission at the close of the Spanish American War. When he retired in 1933, President Roosevelt personally thanked him for his service to the country. Robert A. Smalls, 1839-1915, while a slave helper on the *Planter*, a dispatch and transport vessel of the Confederacy during the Civil War, smuggled the vessel to Union forces. He was elected to the U. S. House of Representatives in 1875 and served until 1887.

Contribution of the Ships to the War Effort

The Liberty Ships are noteworthy because they represent a home front response by all American citizens to a war need. Serving primarily as cargo ships, the Liberty Ships transported food and war materials overseas. As WW II progressed, some of the ships were modified to transport troops to and from the war zones. Some Liberty Ships were attached to the U. S. Navy.

On Sept. 27, 1941, The *S.S. Patrick Henry* was the first Liberty Ship launched. It was under construction for 245 days. At the launching ceremonies, President Franklin Roosevelt stated " Each new ship strikes a blow at the menace to the nation and for the liberty of the free peoples of the world....we propose that these ships shall sail the seas as intended, and to the best of our ability shall protect them from torpedoes, bombs or shells."

By the war's end, more than 2,700 ships had been speedily constructed, largely by unskilled hands. The ships were standardized, mass produced vessels with parts built of huge prefabricated sections before being welded together on the launching ways (tracks). The Liberty Ships stand as a monument to American technological innovations and interracial cooperation.

Jesse Kermit Lucas, African American skilled worker, regulates electric current from generator as lead man looks on. Both were employed in the construction of the Booker T. Washington, first Liberty Ship named for an African American. (Official OWI Photo by Palmer)

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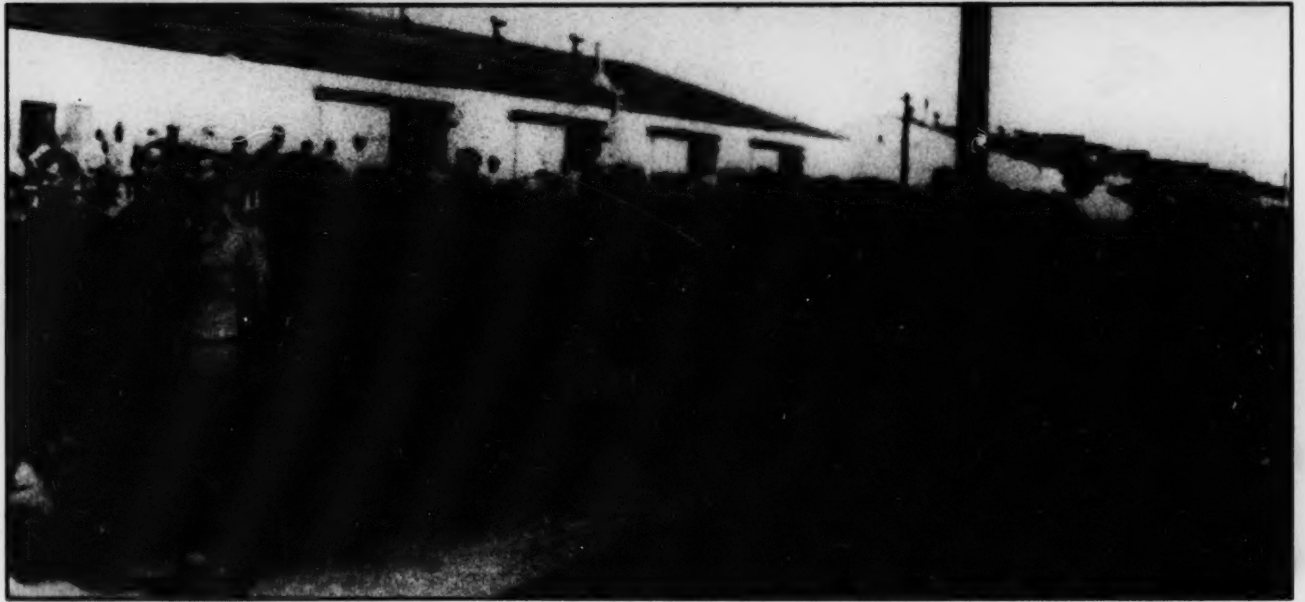
Researched by *Dr. Cynthia Neverdon-Morton*

Fact Sheet
Axis POWs



Following a trip across half the world by ship and train, German prisoners of war march the last few yards to a POW camp in the United States during World War II. (U.S. Army photo)

Prisoners of War

Japanese, German and Italian troops captured by the Allies during World War II didn't always end up in overseas prisoner-of-war camps.

In fact, close to half a million Axis soldiers spent the war scattered throughout the United States at more than 150 main sites and 500 branch camps.

By the end of the war in 1945, the United States had captured almost 400,000 Germans and sent them to camps in the United States. Some 50,000 Italian and 3,900 Japanese prisoners spent part of the war stateside.

Some camps were built on bustling Army posts, where it was easy to add barracks and barbed wire, and to find guards. Other camps quickly grew in sparsely populated areas, especially in the country's farm land, where workers were desperately needed. Millions of Americans were in the armed forces. Labor-intensive activities--such as farming--were crying for workers. POWs filled some of that need.

The prison enclaves ranged in size from those housing 5,000 prisoners to branch camps housing 20 or 30. Camps were found from Maine to California.

A typical World War II U.S. prison camp was found at Fort Leonard Wood, Mo. Workers began constructing the basic training post in December 1940 as part of the country's defense buildup. Within a year, the country found itself at war.

Officially known as the enemy alien internment camp, the prison camp was set up in December 1942. Separate from the rest of the post, three individual compounds were built. Each was surrounded by two 8-foot high barbed wire fences, with four watchtowers for the guards, one in each corner. Floodlights lit the camps from dusk to dawn, making them seem as bright as day.

The first prisoners arrived within a few days of the camp's opening. By January 1943, one compound was home to 662 Italian soldiers. They received clothes, food and more.

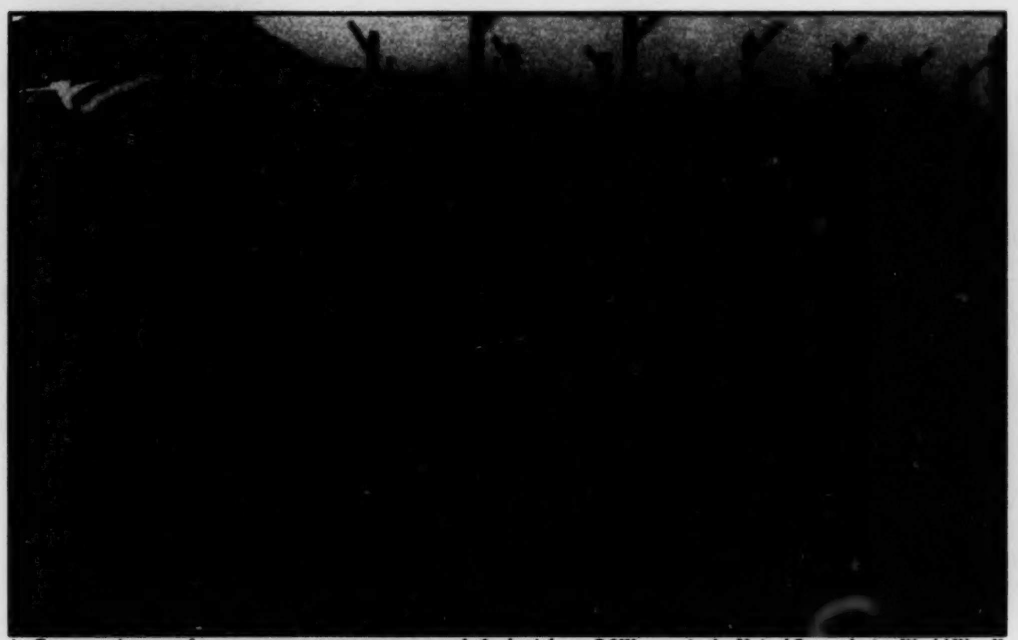
They worked at various locations on the post, from the laundries and kitchens to recreation centers and cleanup details, for a few cents an hour. The Italian soldiers shared stories of their homes and families with the American guards and people they worked alongside at the central Missouri post.

Security Tightens

Within six months, the internment camp began to resemble a prison camp more as security tightened, and strictly enforced rules prohibited prisoners from talking with Americans. Prison escapes didn't cause the change; a shift in the prison population makeup did. The Italians were shipped to other POW camps as Fort Leonard Wood began receiving thousands of German prisoners.

Starting with 800 Germans, the camp's numbers varied as the months passed. Throughout 1943, the prison population remained fairly constant between 2,500 and 3,000. In 1944, the number remained at about 1,900, then jumped to more than 3,000 in November. The number continued to climb and by June 1945 reached more than 5,000 German prisoners.

Food, clothes and medical care were provided. Many prisoners, especially Germans coming from campaigns in Africa and the Western front, said if they had known what prison life offered, they would have surrendered sooner. Each compound had its own barbershop, a separate building for church services and a small store that sold soap, razors and necessities, as well as chocolate, mineral water and other luxuries.



As German prisoners of war prepare to transport a comrade for burial at a POW camp in the United States during World War II, American soldiers render honors. (U.S. Army photo)

One strict rule constantly enforced was no intermingling between compounds. Guards held headcounts, formations and roll calls throughout the day and checked at night to ensure there were no escapes.

Fighting Boredom

German prisoners worked hard to fight boredom. They kept busy as best they could through reading, writing, painting, sports, language classes, wood carving and other hobbies. They could attend movies, purchase radios and enroll in American correspondence courses.

Enlisted prisoners worked eight-hour days and were paid 10 cents an hour. Noncommissioned officers and officers were not required to work, but many did so to help make the time go by faster. The list of jobs included everything that makes a military post run. Construction and maintenance of roads and buildings, lawn and garden work, office cleaning, shoe repair and garbage removal were just a few jobs they took. Prisoners worked in the post dining and laundry facilities. As time went by, they took over more of the administration of their own camps.

They grew vegetables at the POW post garden, with the crops turned over to the post dining facilities. Even with the cost of labor and the seeds, the post saved almost $3,000 in food costs during the two years the garden was in operation. Tomatoes, green beans, spinach, cucumbers and beets were just a few vegetables they raised for the Army post.

Businesses, farms and even local communities that lacked manpower because of the war effort could arrange to reimburse the federal government for POW labor. For example, from 50 to 800 Fort Leonard Wood POWs were transferred to branch camps throughout Missouri. From there, they worked on farms and orchards, planting and harvesting crops, cleared snow from city streets and did general construction work. After completing their work, they returned to Fort Leonard Wood.

Prisoners Help War Victims

Not allowed to have money, they were paid with certificates to use at the compound stores. Records show the prisoners contributed more than $72,000 to the International Red Cross and several other agencies to help victims of the war. One contribution--over $65,000--was equal to each prisoner giving up pay for a month.

Overall, there was little trouble at Fort Leonard Wood's prisoner of war camp. But post records show some prisoners died, some escaped and some were tried for various crimes and sentenced to hard labor.

Going Home

With the end of the war in 1945, the United States and its allies planned for the return of prisoners of war. The first German soldiers returned to Europe from Fort Leonard Wood left in March 1946; the last group, in May.

The Missouri prison camp closed just three weeks later. Soon, Fort Leonard Wood closed, with just a few caretakers kept on salary. The government leased part of the post to a rancher, whose cattle began grazing where soldiers had trained and prisoners had lived. The Missouri post would thrive again in wartime--Korea in 1950--but this time without POWs.

Story by Master Sgt. Linda Lee, USA
American Forces Information Service

A President, a Prime Minister and a Dictator...

Big Three, An Odd Alliance

They were called the Big Three — Roosevelt, Churchill and Stalin. They symbolized the Allies fight against fascism.

The Big Three was an odd alliance.

American President Franklin D. Roosevelt and British Prime Minister Winston S. Churchill were natural allies. They admired each other and each other's country. The bond of the same language and the experience of the First World War cemented the alliance.

Josef Stalin, dictator of the Soviet Union, was another matter. Stalin started the war as an ally of Nazi Germany. If it weren't for his pact with Hitler, the Nazis couldn't have launched their *blitzkreig* against Poland.

Stalin and the Soviets supplied Germany with raw materials and some manufactured goods while the Nazis invaded France and drove Great Britain from the Continent.

This changed on June 22, 1941, when Hitler launched his divisions against the Soviets. Stalin and the communist Soviet Union became an ally of the Western democracies. When a reporter asked Churchill why, after spending a lifetime fighting the communist menace, he was willing to send aid, Churchill replied that if the devil declared war on Germany, he would at least find something good to say about him in the House of Commons.

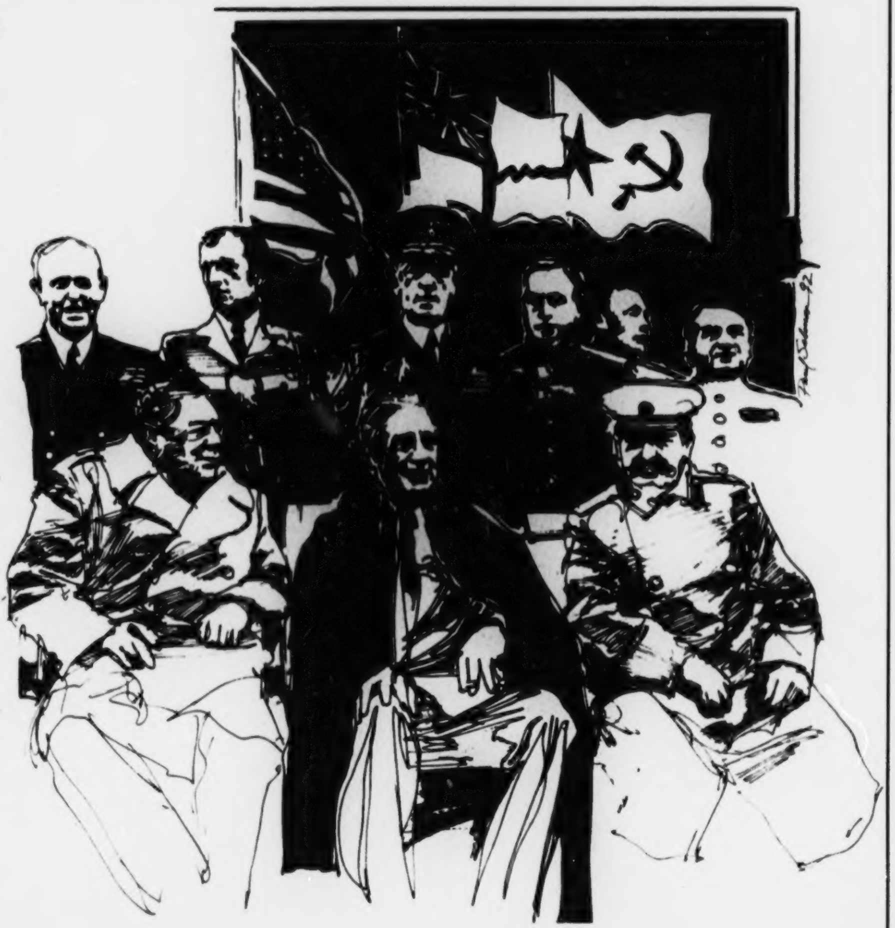
The alliance between the democracies and the Soviets suffered ups and downs. Stalin demanded a second front against Hitler as soon as possible. He felt the United States and Great Britain were purposely delaying. Stalin's paranoia was so great that it was even difficult for the British and Americans to get information from the Soviets to deliver aid to them.

When the Big Three first formed, the future looked bleak. The British had been pushed out of Europe and German Field Marshal Erwin Rommel was knocking on the gates of Alexandria, Egypt. The Nazis were within the suburbs of Moscow, and the defeat of the Soviet Union looked certain. The United States was a slowly awakening giant, with its Pacific Fleet sunk in Pearl Harbor and German U-boats sinking American shipping with impunity.

But the Big Three withstood the attacks. Each leader in his own inimitable way gave stiffened the backbone of his country's population. Each leader managed to get past the dark days. Each worked with the other to plan the strategy to defeat Hitler.

The year 1943 was the year of meetings to plan this strategy. Roosevelt, Churchill and Stalin were the focus. These meetings led to the victories of 1944 and 1945.

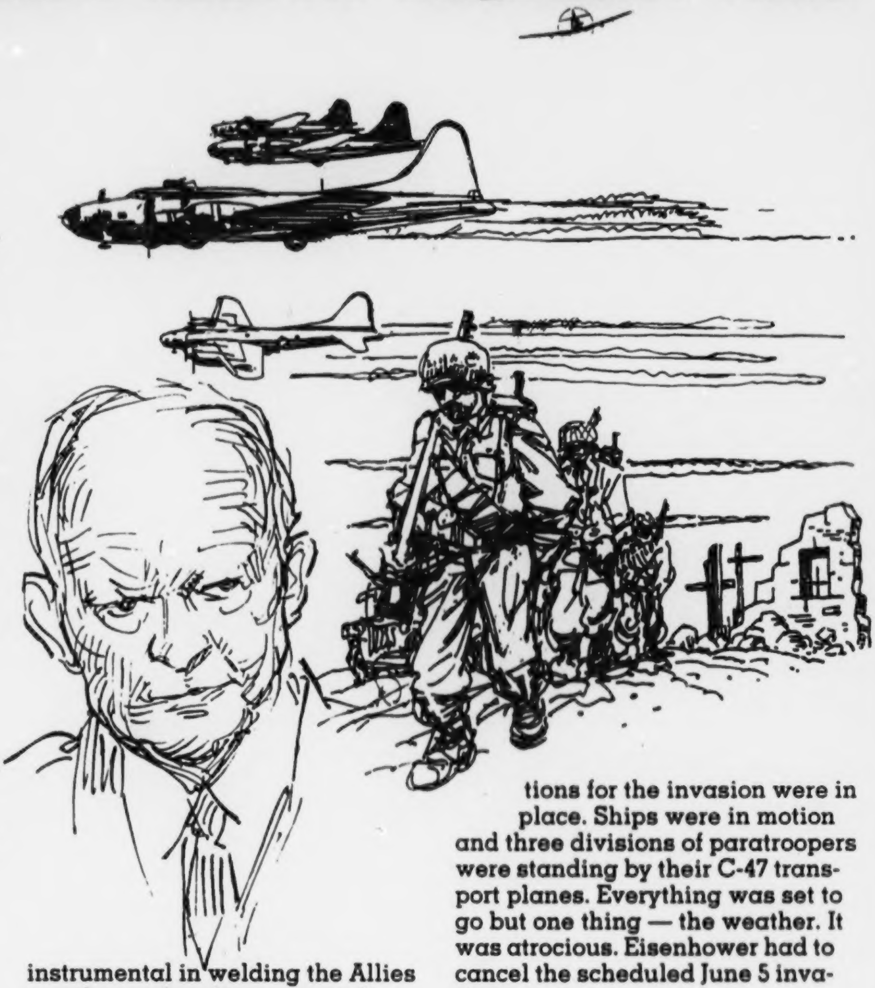
American Forces Information Service



50th ANNIVERSARY OF WORLD WAR II

Ersenbeing?...er...Eisenhaur? Aw, Nuts! 'Ike!'

THE RIGHT MAN AT THE RIGHT TIME



At the beginning of the war, he was totally unknown. A local newspaper covering the Louisiana maneuvers in 1941, identified him as "Lt. Col. D.D. Ersenbeing." But it wasn't just journalists who got it wrong. In the White House appointments book, he was called "Lt. Col. Eisenhaur."

Yet Dwight David Eisenhower did more to shape World War II in Europe than any other Allied leader. He set the mold for any coalition leader who followed him. After Eisenhower was appointed the supreme allied commander, an American officer called an annoying associate a British son-of-a-bitch. If the American had just called him an SOB, he would have been fine. But since he made a point of his nationality, the officer found himself relieved and on a plane back to the states. Eisenhower did not tolerate divisions between the Allies.

Eisenhower was the right man at the right time. His efforts in the Louisiana maneuvers attracted the attention of Army Chief of Staff Gen. George C. Marshall. Right after the attack on Pearl Harbor, Marshall brought Eisenhower to Washington at the War Plans Division. Within another year, Eisenhower was a four-star general.

The United States contributed the most men and materiel to the war effort, so the supreme commander would be American. President Franklin D. Roosevelt wanted Marshall for the job, but believed he couldn't spare him from Washington. Roosevelt called on Eisenhower for the job.

Eisenhower was ideally suited for the rigors of holding the coalition together: His patience, tact, fairness and persuasiveness were instrumental in welding the Allies together and making men and women of many diverse backgrounds work together.

Eisenhower led the American invasion of North Africa in 1942. He oversaw the invasions of Sicily and Italy in 1943. In 1944, he assumed the responsibility for the invasion of France at Normandy. Operation Overlord was the largest amphibious invasion of World War II, and Eisenhower earned his money for the war with just one decision.

On June 4, 1944, all the preparations for the invasion were in place. Ships were in motion and three divisions of paratroopers were standing by their C-47 transport planes. Everything was set to go but one thing — the weather. It was atrocious. Eisenhower had to cancel the scheduled June 5 invasion.

If the troops didn't go soon, the Nazis would have at least another month to ready their Atlantic Wall defenses. Eisenhower's meteorological section predicted barely acceptable weather for June 6.

Eisenhower listened to all sides, then decided: "I'm quite positive we must give the order. I don't like it, but there it is." Then, slamming his right fist into his left palm: "OK. We'll go."

With those words the Allies began their "Crusade in Europe."

— American Forces Information Service

Rebuilding the Pacific Fleet Took Care, Precision and...

'The Man to Win a War'

Pearl Harbor, Hawaii, was a depressing and depressed place in January 1942. Most battleships of the U.S. Pacific Fleet were resting on the bottom of the harbor as a result of the Japanese attack on Dec. 7, 1941. Navy and civilian workers were still retrieving bodies out of the sunken ships.

The news from around the Pacific was horrendous. The Japanese were triumphant everywhere. Hong Kong, Guam and Wake Island had fallen, American and Filipino soldiers were trapped in Bataan, and a scratch team of American, British, Dutch and Australian ships was fighting a losing battle against the Japanese in the Netherland East Indies.

Gloom pervaded the staff of the Pacific Fleet. The Navy relieved ADM Husband E. Kimmel of command and charged him with dereliction of duty. The staff was sure his replacement would clean house and bring his own people in.

But ADM Chester W. Nimitz did no such thing. He arrived in Hawaii and kept the staff together. He moved beyond the aftermath of the Japanese attack and set out to rebuild the Pacific Fleet.

He didn't have much to work with, but he recognized the face of naval warfare had changed. Aircraft carriers replaced battleships as the centerpiece of naval strategy. Nimitz used carrier task forces to launch hit-and-run attacks in early 1942. Then, putting his trust in an intelligence coup, he placed the last three U.S. carriers in the Pacific in position to surprise the Japanese at the Battle of Midway.

The American pilots sank four Japanese carriers during the battle, and historians call it the turning point in the Pacific.

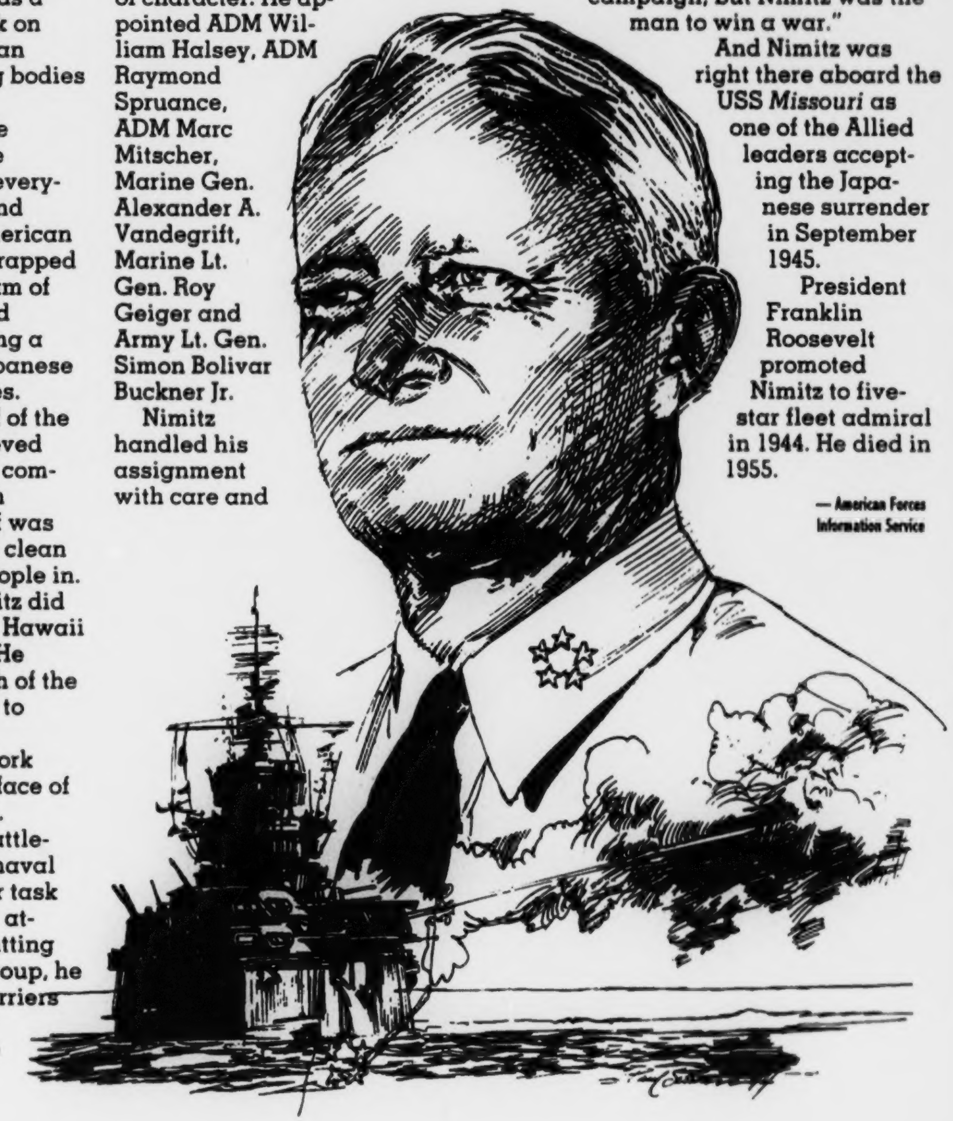
Nimitz was a shrewd judge of character. He appointed ADM William Halsey, ADM Raymond Spruance, ADM Marc Mitscher, Marine Gen. Alexander A. Vandegrift, Marine Lt. Gen. Roy Geiger and Army Lt. Gen. Simon Bolivar Buckner Jr.

Nimitz handled his assignment with care and precision. Historian Edwin P. Hoyt said of the men who led the fight in the Pacific that, "Halsey was the man to win a battle for you, Spruance was the man to win a campaign, but Nimitz was the man to win a war."

And Nimitz was right there aboard the USS *Missouri* as one of the Allied leaders accepting the Japanese surrender in September 1945.

President Franklin Roosevelt promoted Nimitz to five-star fleet admiral in 1944. He died in 1955.

— American Forces Information Service



Controversial Leader Irked Many Yanks but...

Monty Inspired British 'Tommies'

The British public loved him, but the Americans who had to work with him were barely on speaking terms by the end of the war.

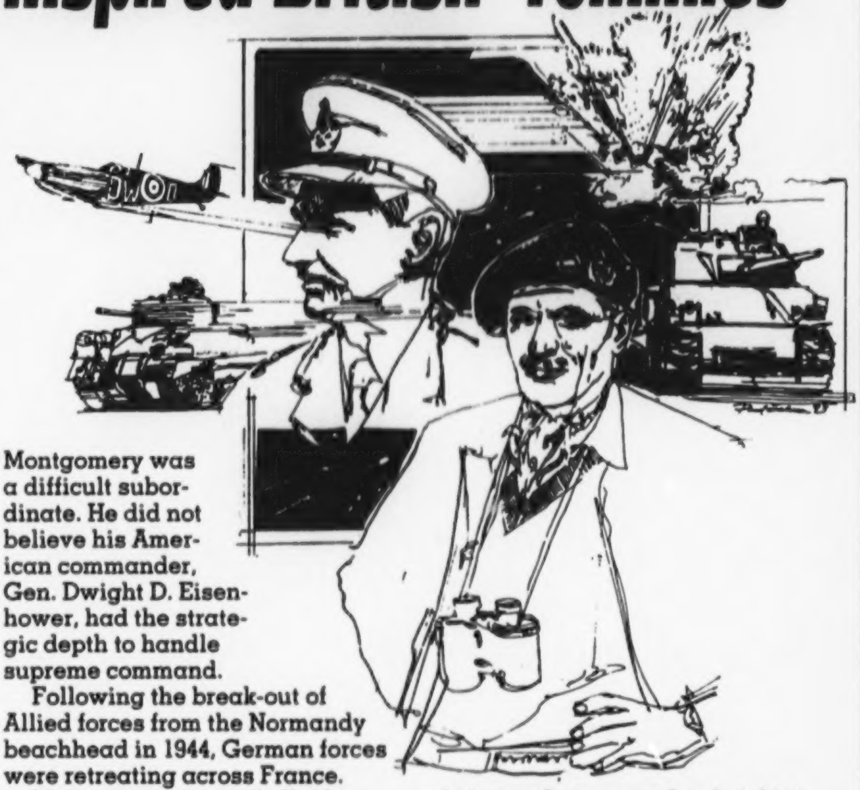
Field Marshal Bernard Law Montgomery (Viscount Montgomery of El Alamein) was the most successful and controversial British land forces commander of World War II.

Montgomery believed a leader had to be distinctive, visible and well-known. His trademark was a black beret, which he adopted during the North Africa campaign.

North Africa made Montgomery. His victory against German Field Marshal Erwin Rommel was one turning point of the war. Before Montgomery's arrival in North Africa in 1942, Rommel victimized the British Eighth Army. British troop morale suffered. But Montgomery's inspirational leadership stiffened the backbone of the British "Tommies."

Montgomery's planning for the Battle of El Alamein in Egypt emphasized both his strengths and weaknesses. Montgomery left nothing to chance. Massive preparation became his trademark in this and other battles. When the Eighth Army finally attacked, the British defeated Rommel's *Afrika Korps* and chased the Germans to Tunisia. While it served him well in North Africa, in other, more fluid situations, his insistence on such massive preparations cost surprise and, according to U.S. Gen. Omar Bradley, lives.

The victory at El Alamein made Monty a household name in Great Britain. He led the British forces in the Sicily and Italian campaigns. The British brought him back in January 1944 to lead the 21st Army Group during the invasion of France.



With all his leadership abilities, Montgomery was a difficult subordinate. He did not believe his American commander, Gen. Dwight D. Eisenhower, had the strategic depth to handle supreme command.

Following the break-out of Allied forces from the Normandy beachhead in 1944, German forces were retreating across France.

Montgomery wanted all other offensive operations suspended and all supplies delivered to his command. Bradley felt not a moment should be lost. The Allies could not afford to let the Germans regroup.

Montgomery convinced Eisenhower that a combined airborne and ground attack through the Netherlands would speed Allied forces across the Rhine River and into the heart of Germany. Montgomery got the supplies, leaving Patton's tanks stopped from lack of fuel.

But the hesitation between planning and attacking gave Nazi forces the chance to regroup. Resistance hardened, and Allied airborne forces dropped in the midst of two SS tank divisions. Operation Market-Garden, as it was code-named, failed. Prospects of victory that seemed so bright in early September 1944 went glimmering.

Montgomery further alienated Americans by taking credit for saving the day during the Battle of the Bulge in December 1944 and January 1945.

He launched an airborne attack across the Rhine in March 1945 and accepted the German surrender at Luneberg Heath, Germany, May 4, 1945.

Even admirers felt Montgomery was a difficult subordinate. During the war, Montgomery and U.S. generals were able to mute their differences. After the war, even the British realized how difficult he had been. After reading Montgomery's *Memoirs*, one reviewer said the book was "a testimonial to the magnificent forbearance of Gen. Eisenhower."

— American Forces Information Service

AXIS SYMBOLS WERE BOLD, BUT...

'V' GAVE HOPE TO ALLIES

Sometimes World War II seemed to be a war of symbols. Nazi Germany displayed the hakenkreuz—the swastika. The rising sun was a powerful symbol for Japan.

For the allies, the simple V for victory became a symbol of perseverance and hope.

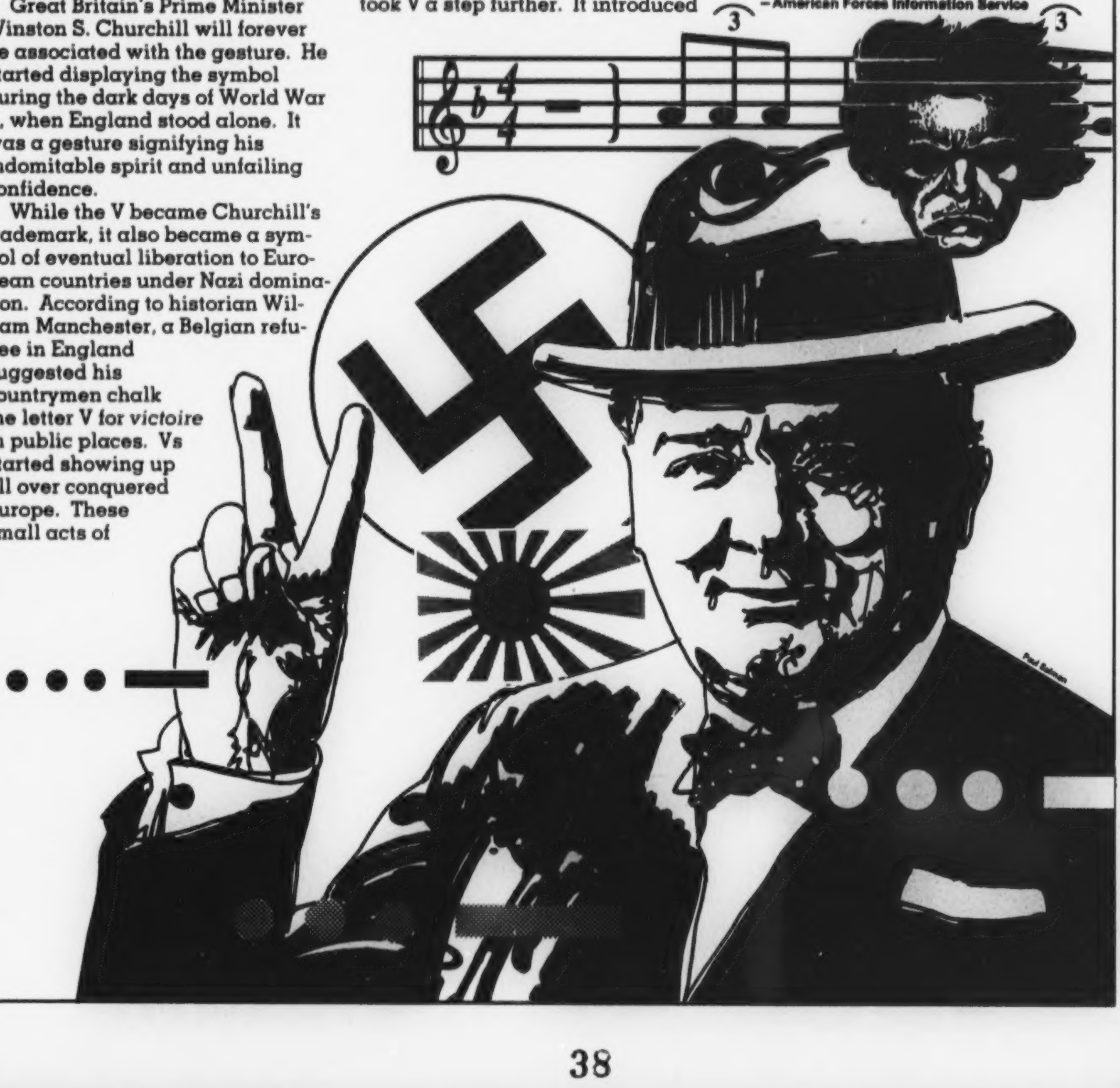
Great Britain's Prime Minister Winston S. Churchill will forever be associated with the gesture. He started displaying the symbol during the dark days of World War II, when England stood alone. It was a gesture signifying his indomitable spirit and unfailing confidence.

While the V became Churchill's trademark, it also became a symbol of eventual liberation to European countries under Nazi domination. According to historian William Manchester, a Belgian refugee in England suggested his countrymen chalk the letter V for *victoire* in public places. Vs started showing up all over conquered Europe. These small acts of defiance showed the Nazis the conquered people had confidence in the ultimate allied victory.

V translated into many different languages. In Serbian, it stood for *vitestvo*—heroism. In Dutch, it stood for *vryheid*—freedom—and in Czech, *vitzstvi*—victory. The British Broadcasting Corporation took V a step further. It introduced its broadcasts to Europe with the first four notes of Beethoven's Fifth Symphony. The "dit, dit, dit, dah" is the Morse code symbol for V.

The Nazis tried to steal the symbol. Propaganda Minister Joseph Goebbels said V stood for *Viktoria*—the complete triumph of Hitler. No one believed him.

—American Forces Information Service



PEARL HARBOR MASTERMIND WAS WAR-WARY SEER, YET...

His Strategies Made Pacific a Japanese Lake

He was a master strategist and planner, but he had no faith in the war.

ADM Isoroku Yamamoto was the chief of Japan's combined fleet. He was the mastermind behind the attack on Pearl Harbor. His strategies turned the Pacific Ocean into a Japanese lake for six months.

Yet Yamamoto had little confidence in the eventual outcome of the war against the United States. He had studied in the United States and served as the naval attache in Washington. He knew better than most of his contemporaries what the United States was capable of producing. He also knew better than to underestimate U.S. willingness to do battle.

Yamamoto was one of the first senior naval commanders anywhere to truly appreciate aircraft carriers. He compared battleships to ancestral scrolls that upheld a family's prestige but did little for current prosperity. It was the perfect philosophy for the time. While American and British naval leaders were still striving for battleship engagements, the Japanese navy was using aircraft carriers to clear the seas of allied warships.

Yamamoto predicted the course of the war. He said the Japanese would run wild for the first six months, but then the U.S. superiority in weapons, production and manpower would assert itself. Other Japanese leaders believed that the Americans would tire of fighting their way back across the Pacific and a treaty could be signed granting them some territorial gains.

Yamamoto knew better. "If hostilities break out between Japan and the United States, it would not be enough that we take Guam and the Philippines, not even Hawaii and San Francisco," he said before the war. "To make victory certain, we would have to march into Washington and dictate the terms of peace in the White House."

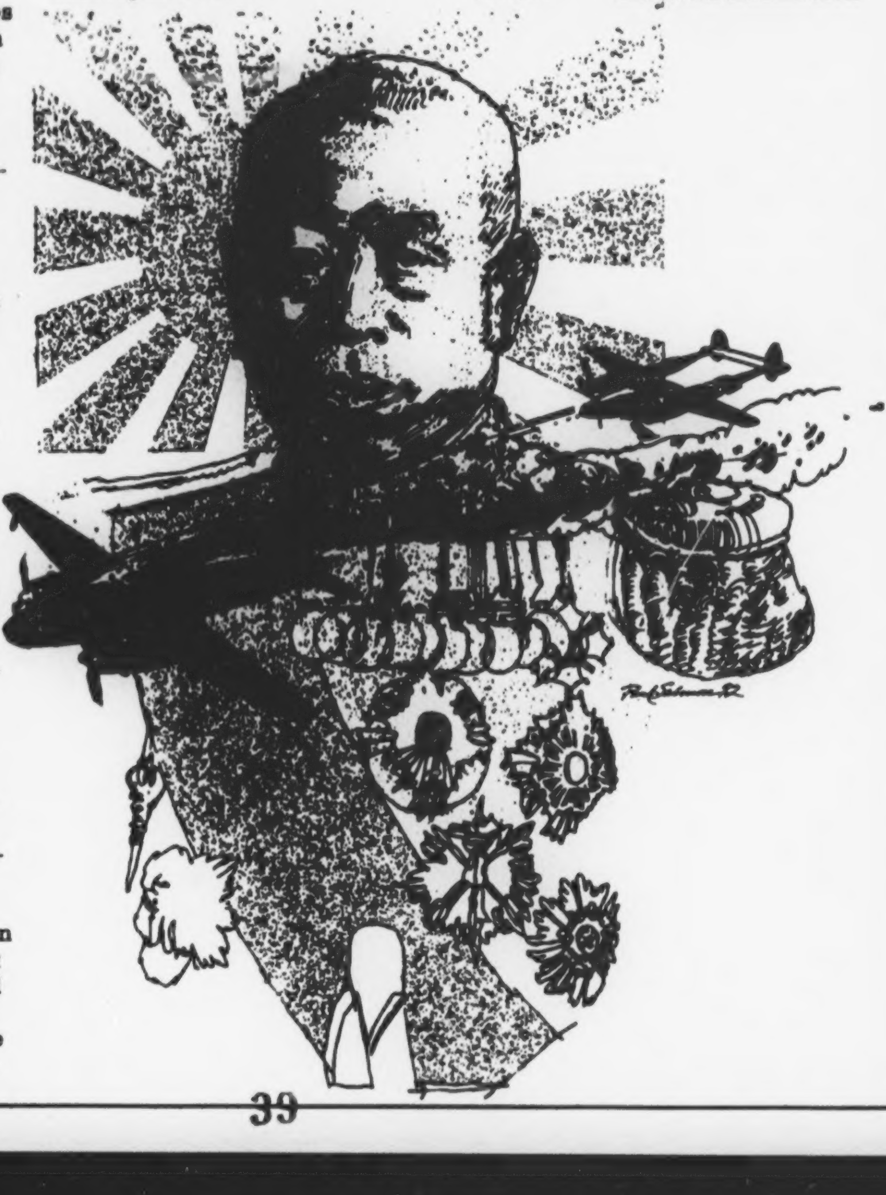
Yamamoto's string of victories ended at Midway, when outnumbered U.S. Navy flyers sank four Japanese aircraft carriers. U.S. Marines dealt Yamamoto's forces another defeat at Guadalcanal.

But Yamamoto was a brilliant man, and U.S. war planners feared and respected him.

U.S. cryptologists broke the Japanese code. They received information about Yamamoto making a tour of front line bases. Army P-38 Lightning fighters were dispatched to shoot down Yamamoto. On April 18, 1943, they succeeded.

All Japan mourned his death. His loss, according to historians, was the equivalent of a major defeat.

American Forces Information Service



With Some Career Counseling From Pal Adolf

IL DUCE ENDS UP IN A GAS STATION

He was a most unlikely warlord. On newsreels of the period, Italy's Il Duce (Leader) Benito Mussolini came across as a pompous, strutting egotist. Rising to power in 1922, he was the first fascist dictator. Adolf Hitler admired him, and Mussolini himself said: "The crowd loves strong men."

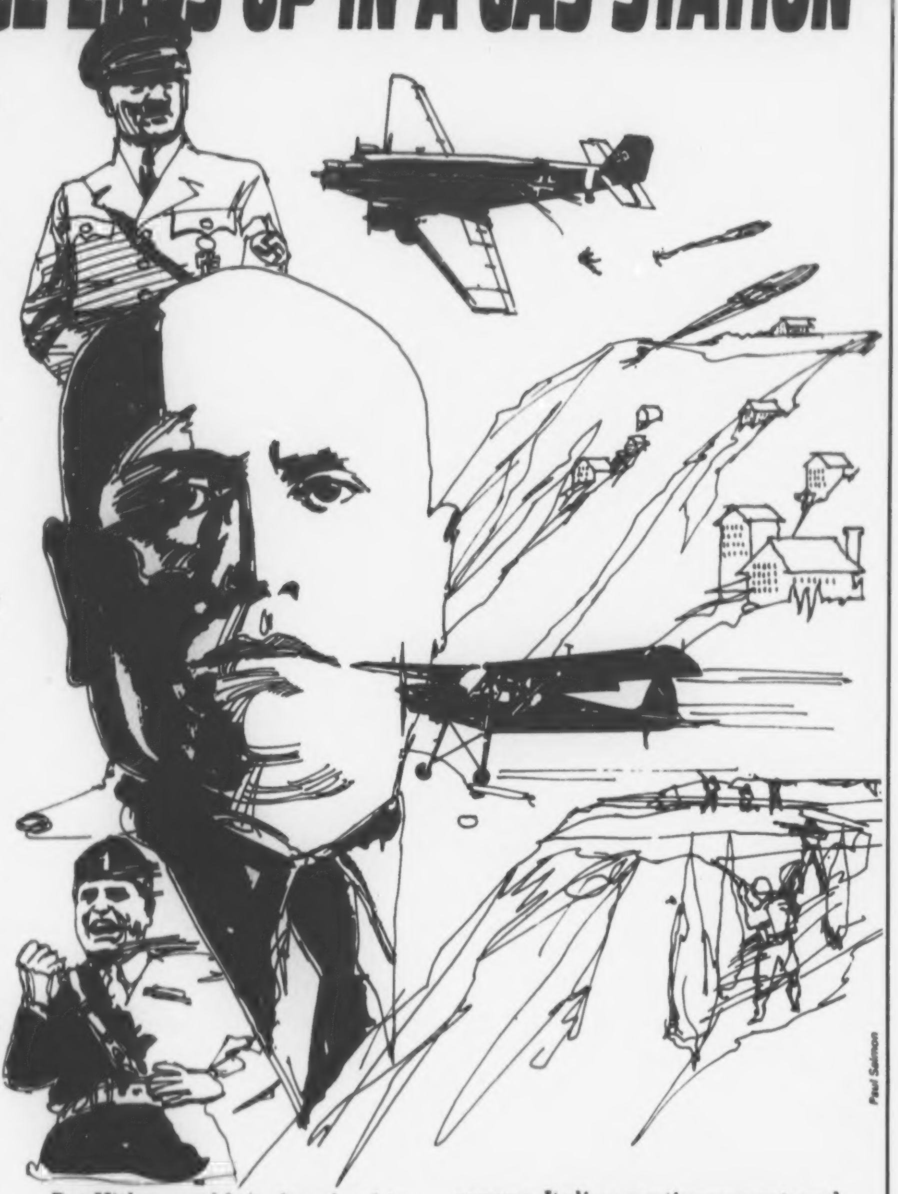
At first his rule was benevolent. He concentrated on Italy's internal problems. He centralized the economy and made it more productive. He achieved some successes, and many historians say if he had left it at that, his rule might be remembered favorably.

But Il Duce couldn't leave it at that. The Italy Mussolini envisioned was a return to the splendor of Imperial Rome. He cast his gaze overseas and sent Italian troops storming into Ethiopia in 1935. Mussolini's legions participated in the Spanish Civil War. He entered a pact with Germany and in June 1940 declared war on France and England.

The Italian military was not ready. It lost heavily to the British in North Africa, and only the intervention of Germany reversed the tide.

By the end of 1940, Mussolini was entirely Hitler's creature. In 1941, he cheerfully declared war on the Soviet Union and the United States. In 1942, he was ready to ride a white horse in triumph through the streets of Cairo, but the British victory at El Alamein ended his dream.

In 1943, Mussolini faced growing opposition in Italy. The Allied invasion of Sicily was the last straw. In July, he was stripped of his titles and placed under arrest. The government surrendered to the Allies, but the Nazis quickly moved in and occupied the country.



But Hitler wouldn't abandon his friend. He sent commando Otto Skorzeny to Italy to free Mussolini. Skorzeny staged a daring glider assault on Mussolini's hotel, and Il Duce became Hitler's total puppet.

In 1945, with Allied troops closing in, Mussolini tried to escape. Italian partisans captured him. He was tried, convicted and shot. The career of the man who wanted to bring back Imperial Rome ended with him being hung upside down from a girder in a gas station.

— American Forces Information Service

Fact Sheet

WW II-Era Music

Classical

Title	Composer
America the Beautiful	Ward
Ave Maria	Shubert
Battle of Britain	William Walton
Fanfare for the Common Man	Aaron Copeland
Finlandia	Sibelius
First Movement, Fifth Symphony	Beethoven
Mass in C major, "Mass in Time of War"	Haydn
Sinfonia da Requiem	Britten
Symphony No. 5	Shostakovich
Victory at Sea	Richard Rogers
Warsaw Concerto	Chopin

General Patriotic/Military Themes

Title	Composer
All-American Soldier March (Theme of the 82nd Airborne Assault Div)	
American Division March	
American Patrol	Meacham
America the Beautiful	Ward/arr. Dragon
American Salute	Morton Gould
Anzacs, March of the	Lithgow
Army Air Corps (Air Force)	Crawford
Army Nurse Corps	singer
Bombardier March	Rodgers
Commando March	Samuel Barber
George M. Cohan Medley	Cohan
God Bless America	Berlin
Guadalcanal March	Rodgers
Harry Truman March	Litkei
Lili Marlene	Park
Mechanized Infantry March	McBain
Mountain Battery	Anonymous
President Roosevelt March	Litkei
Private Kilroy March	Darcy
Service Song Medley	Various
Signal Corps Song	Olmstead
Spirit of the First	Frank
Stars and Stripes Forever	John Philip Sousa
Ten Day Furlough	Martin
The Rifle Regiment	John Philip Sousa
Heave Ho, My Lads, Heave Ho (Song of Merchant Marines)	Lawrence
Tropic Lightning (25th)	Wilson
Under the Double Eagle	Wagner
Vanished Army	Alford
VFW March	Goldman
We Have A Rendezvous with Destiny (Theme of the 101st Abn Div)	Laboda

50th Anniversary of World War II
Commemoration Committee
HQDA, SACC; Pentagon, Room 3E524
Washington, D.C. 20310-0101 (703) 604-0822

Title	Composer
Yankee Doodle	Morton Gould
You're in the Army	Unknown
2nd Armored Division	Patton
3rd Army March	Diaz
24th Infantry Division	Murat
27th Infantry	Anonymous
32nd Division March	Steinmetz
33rd Division March	Mader
34th Division March	Latey
99th Division March	Demchak
101st Airborne March	Unknown
362nd Infantry	Destabelle
1941, March from	Williams

Pop Music of the 1940's

Title	Composer
Ac-cent-tchu-ate the Positive	
American Patrol	Meacham/Miller
Almost Like Being in Love	
A Nightingale Sang in Berkeley Square	W: Eric Maschwitz
Any Old Iron	
A Rookie and His Rhythm	
Arthur Murray Taught Me Dancing in a Hurry	W: Johnny Mercer M: V. Schertzinger
A String of Pearls	Jerry Gray
Ave Maria	Schubert
Beat Me Daddy, Eight to the Bar	Don Raye Hughie Prince Eleanor Sheehy
Beer Barrel Polka	Sam Stept Charles Tobias Lew Brown
Bei Mir Bist du Schoen	Sammy Cahn
Bomb, Bomb, Get in Your Shelter	Homer Cholvin
Boogie Blues	Gene Krupa Remo Biondi
Boogie Woogie Bugle Boy	Don Raye Hughie Prince
Bye Bye Blackbird	Mort Dixon Ray Henderson
Can't Say	Norman Stade
Chattanooga Choo Choo	W: Mark Gordon M: Harry Warren, RCA
Comin' In on a Wing and a Prayer	W: Harold Adamson, M: Jimmy McHugh
Crosstown	James Cavanaugh John Redmond Nat Simon
Der Fuehrer's Face	Oliver Wallace
Dog-Faced Soldier	
Don't Sit Under the Apple Tree	Lew Brown Charles Tobias

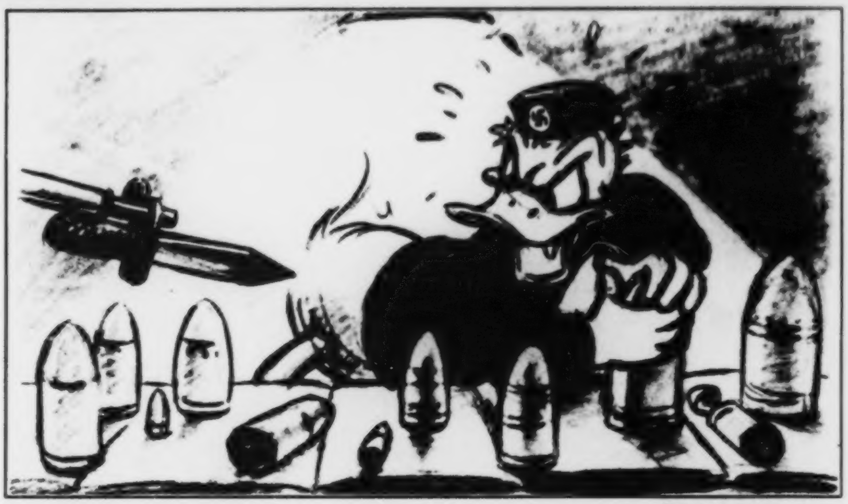
Title	Composer
Don't Worry Island	
Duty, Honor, Country	Walters
Everybody Pinches Me Butter	
For All We Know (We May Never Meet Again)	Coots/Lewis
G.I. Jive	Johnny Mercer
God Bless America	Irving Berlin
Goodbye Mama (I'm Off to Yokohama)	J. Fred Coots
Goodnight Sweetheart	
He's 1-A in the Army	Redd Evans
Hold Tight, Hold Tight	Leonard Kent
	Jerry Brandow
	Edward Robinson
	Leonard Ware
	Willie Spotswood
I Can Dream, Can't I?	W: Harold Adamson
	M: Sam Fain
I Don't Want to Walk Without You	W: Frank Loesser
	M: Jule Styne
I Get a Kick Out Of You	Cole Porter
I'll Be Home for Christmas	Gannon
I'll Be Seeing You	Fain
	Sammy Fair
I'll Be with You in the Apple Blossom Time	W: Neville Fleeson
	M: Albert Von Tilzer
I'll Never Smile Again	Ruth Lowe
I'll Walk Alone	Styne/Cahn
In the Mood	Joe Garland
It's a Lovely Day Tomorrow	Irving Berlin
It's Been a Long, Long Time	W: Sammy Cahn
	M: Jule Styne
It's the V that Stands For Victory	Frank Carr
It's Your Job and My Job (Production Soldier's March)	James Ballantyne
I've Got a Gal in Kalamazoo	
Johnny Got a Zero	
Keep Your Mouth Shut and Listen	Charles Bieber
Knitting Serenade	Faith Jenkins
	Mort Breus
Last Time I Saw (Doris) Paris	W: 0. Hammerstein
	M: Jerome Kern
Letter Marked Free	B. Adams
Lili Marlene	Hans Leip
	Tommie Connor
Marching through Berlin	
Milkman, Keep Those Bottles Quiet	Raye/De Paul
Miss You	Charles Tobias
Moonlight Serenade	Glenn Miller
Murder, He Says	W: Frank Loesser
	M: V. Schertzinger
Oh, How I Hate to Get Up in the Morning	Irving Berlin
Patton March	Goldsmith
Pistol Packin' Mama	Al Dexter
Praise the Lord and Pass the Ammunition	Frank Loesser
Puttin' on the (Hits) Ritz	Irving Berlin
Rosie the Riveter	
Saint Louis Blues	W. C. Handy
Quick Sands	
Rum and Coca Cola	W: Morey Amsterdam
	M: Jeri Sullavan

Title	Composer
Saturday is the Loneliest Night	Styne/Cahn
Say Si Si	W: Al Stillman
	M: Ernesto Lecuona
Sentimental Journey	Les Brown/Green
She's a Bombshell from Brooklyn	
Shoo Shoo Baby	Phil Moore
Sing, Sing, Sing	
Sleep, Baby, Sleep in Your Jeep	
South Pacific	Richard Rogers
Sweetheart of Sigma Chi	W: Byron Stokes
	M: F. D. Vernon
The Big Beat	Rich, Robert Sherman
There Are Yanks	Vernon Duke
	Howard Dietz
They're Either Too Young or Too Old	W: Frank Loesser
	M: Arthur Schwartz
The Girl I Love to Leave Behind	
(There'll Be Bluebirds Over) the White Cliffs of Dover	Walter Kent
	Nat Burton
This Is the Army Mr. Jones	Irving Berlin
$21 a Day, Once a Month	Ray Klages
	Felix Bernard
Waitin' for the Robert E. Lee	W: L. Wolfe Gilbert
	M: Lewis F. Muir
Well All Right (Tonight's the Night)	Don Raye
	Frances Faye
	Dan Howell
We'll Meet Again	
We Mustn't Say Goodbye	Rich, Robert Sherman
We've Got It	
When the Lights Go On Again (All Over the World)	Eddie Sellers, Sol Marcus, Bennie Benjemen
White Christmas	Irving Berlin
Why Don't You Do Right?	
You'd Be So Nice to Come Home	Cole Porter
Your Feets Too Big	Henderson Fletcher

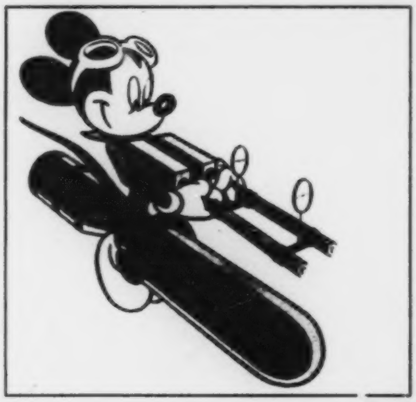
Maj. A. Glenn Miller

Wacky Movie Cartoons Provided Morale and...

PROPAGANDA–IN DER FUEHRER'S FACE!



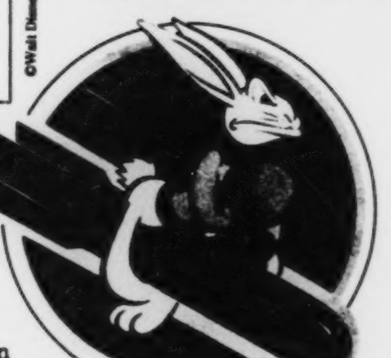
©Walt Disney Productions.



©Walt Disney Productions.

Donald Duck (above) starred in Walt Disney's Academy Award-winning feature, *Der Fuehrer's Face.*

Walt Disney turned 85 percent of his production into training films and unit patch insignia designs like the bomb-riding Mickey Mouse (left) for Marine Scout Bomb Squadron 245 and the boxing bunny (below) for the Army Air Corps' 29th Bombardment Squadron.



Along with millions of other Americans, Mickey, Bugs, Pete, Donald and Daffy went to war, too.

The United States mobilized cartoon characters — and the studios that created them — during World War II.

Cartoons were different in the 1940s. There was no television, so people went to the movie theaters for entertainment. For a dime, you saw a newsreel, the feature movie and a cartoon.

Aimed not at children but adults, cartoons were perfect vehicles for propaganda. After eating treated carrots, Bugs Bunny became "Superrabbit." When the effect wore off, he ducked into a phone booth and changed into the uniform of a Marine, saying, "This job calls for a real Superman."

Donald Duck joined the Army and had his troubles with his first sergeant, Pegleg Pete. He also had a nightmare about life in Nazi-occupied Europe. That Academy Award-winning cartoon, still occasionally shown, was *Der Fuehrer's Face*. Daffy Duck made a monkey out of the Nazis after parachuting into occupied Europe.

The references weren't always so obvious. In one Warner Brothers cartoon, a very obnoxious Little Red Riding Hood heads to Grandma's house. When she gets there, a note on the door says Grandma's not home, she's working the swing shift at Lockheed.

In another cartoon, Bugs' plane is ready to crash. The engines cough, and it runs out of gas. Bugs points to an "A" sticker on the windshield. The sticker meant the lowest priority during gasoline rationing.

The cartoon studios also directly supported the war effort. Animators who turned out *Snow White, Fantasia* and *Pinocchio* at the Disney Studios turned to making training films, educational pictures and insignia for the fighting forces.

B-17s and B-24s flew over Germany with nose art from Disney. Squadrons, ships and units had patches based on cartoon characters.

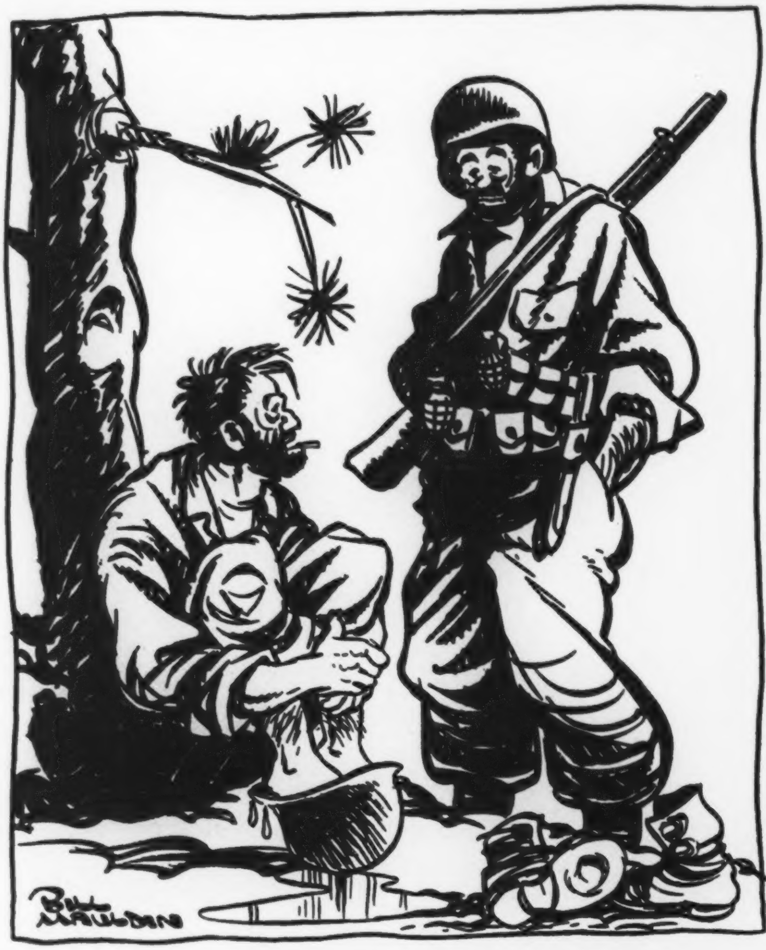
Did they help the war effort? Yes, according to critic Leonard Maltin. The cartoons allowed Americans to laugh at the enemy and feel that all Americans were in the war together. The cartoons provided an escape from some very grim reality.

If Bugs and Mickey could do their parts, then so could they.

That's All, Folks.

Fact Sheet
Willie & Joe

Irreverent, sloppy, cartoon duo brought GIs laughs, pain to general



Copyright 1946 by Bill Mauldin, used with permission.

"Tell th' ol' man I'm sittin' up wit' two sick friends."

Everybody in the European Theater of Operations loved Willie and Joe, except one man--Gen. George S. Patton Jr.

Willie and Joe weren't Patton's idea of soldiers. They were irreverent toward all authority, they made fun of officers, they needed shaves, they were dirty, and they were funny.

Willie and Joe were the creation of Sgt. Bill Mauldin. A National Guard infantryman called up with the 45th Division in 1940, Mauldin won a Pulitzer Prize for his editorial cartoons.

Willie and Joe epitomized every combat GI in the European theater. GIs identified with them. They allowed GIs to laugh at their lot and maybe blow off a little steam.

Mauldin's cartoons originally appeared in the Stars and Stripes newspapers, which had also started up during the war. Mauldin himself had a tough time telling which was Willie and which was Joe. He said Joe was the one with the big nose. The characters became interchangeable to GIs because they felt the same way--GI, after all, stood for Govemment Issue.

Mauldin was not one of those who stayed behind to get material for his cartoons. He went to the front--in Italy, France and Germany--to find out what combat GIs were thinking and to experience what they were going through. In collecting information, he also collected a Purple Heart.

After the war, Mauldin turned to political cartooning. His syndicated cartoons produced another Pulitzer Prize. He retired from cartooning in 1986.

American Forces Information Service

NATION LASHES OUT OVER GNAWING FEAR OF WAR UNTIL

'KID' PIERCES AMERICA'S HEART

What began as a simple, one-shot newspaper advertisement aimed at a few disgruntled railway travelers early in World War II unexpectedly exploded into a phenomenon that touched the hearts of thousands of Americans.

Only 10 months after Pearl Harbor, as the casualty list grew, so did tension on the home front. Americans were worried, and many of them lashed out at the shortages and the rationing. Among the complainers were travelers on the New Haven Railroad, who griped about late schedules, the lack of space in the dining cars, no Pullman berths and having to stand in the aisles when the train did show up. They wrote nasty letters and confronted employees. The railroad turned to a small advertising firm in Boston for help.

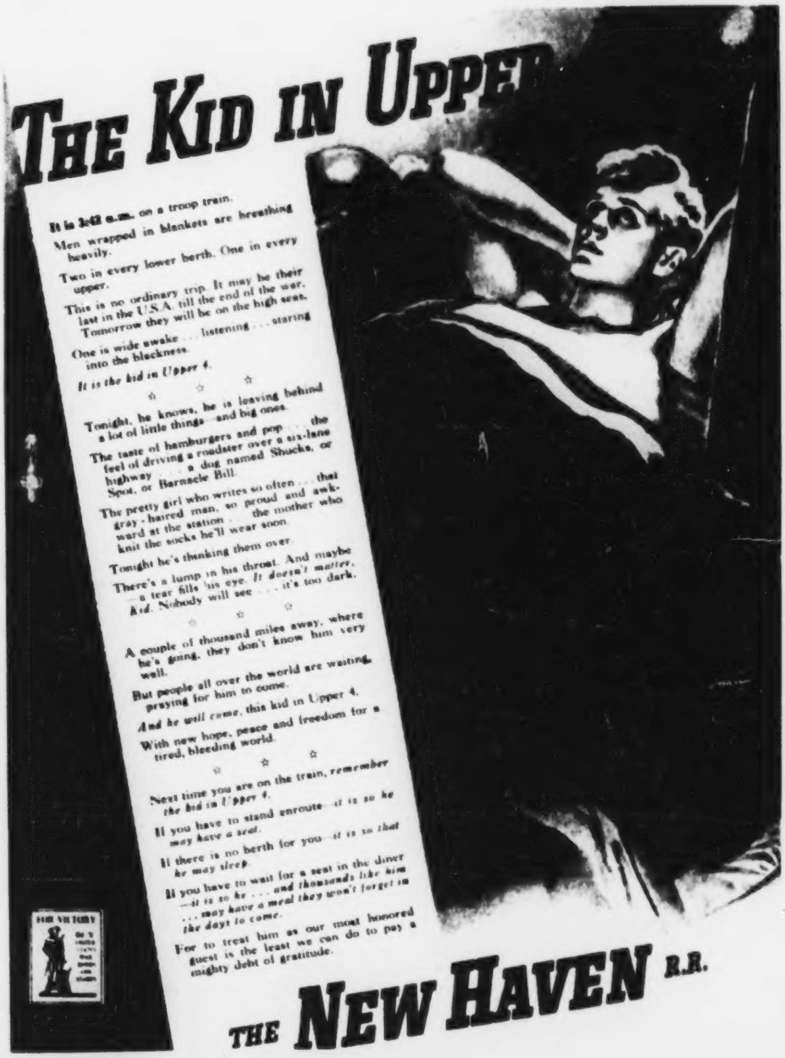
The assignment was the first big job—seven columns in the *New York Herald-Tribune*—for 29-year-old Nelson Metcalf Jr., but he was sure he understood the problem. Behind the complaints, Metcalf believed, was the "gnawing fear of losing a friend or loved one in the war." He decided to pay tribute to the most important person in their lives, the man on his way to fight.

"The copy almost wrote itself," he said. The text focused on the thoughts of an 18-year-old in a Pullman berth leaving for overseas. It ended in a plea for passengers to accept discomfort willingly, for the sake of servicemen. Except for the logo at the bottom of the page, the railroad was never mentioned. The ad ran one day.

Response was immediate. Elmer Davis, chief of the Office of War Information, saw the ad and requested that it be run nationally. The next day, other congratulatory telegrams and calls came in from grateful parents, servicemen and even from other railroads. Thousands of reprints were published. *Life*, *Time* and *Newsweek* among other magazines, ran the ad. A movie short was filmed at MGM, and a song was written about it. The Red Cross used Metcalf's creation to sell U.S. War Bonds, and the U.S. Army ordered some ads to build soldiers' morale.

Today, 50 years later, that advertisement, known as *The Kid in Upper 4* is listed in the book, *100 Greatest Advertisements;* it was called "the most famous single advertisement of the war and one of the most effective of all time," in Frank W. Fox's *Madison Avenue Goes to War*. It was also ranked among the the all-time top advertisements in a recent *Advertising Age* magazine poll. *The Kid* was featured again in the 1991 Advertising Council 50-year retrospective.

Americans cared deeply about their service members in World War II. It would be nearly half a century—in a war called Desert Storm—before the nation again took those in uniform to its heart.


FOR VICTORY

THE KID IN UPPE

It is 3:42 a.m. on a troop train.

Men wrapped in blankets are breathing heavily.

Two in every lower berth. One in every upper.

This is no ordinary trip. It may be their last in the U.S.A. till the end of the war. Tomorrow they will be on the high seas.

One is wide awake . . . listening . . . staring into the blackness.

It is the kid in Upper 4.

☆ ☆ ☆

Tonight, he knows, he is leaving behind a lot of little things—and big ones.

The taste of hamburgers and pop . . . the feel of driving a roadster over a six-lane highway . . . a dog named Shucks, or Spot, or Barnacle Bill.

The pretty girl who writes so often . . . that gray-haired man, so proud and awkward at the station . . . the mother who knit the socks he'll wear soon.

Tonight he's thinking them over.

There's a lump in his throat. And maybe—a tear fills his eye. *It doesn't matter, Kid.* Nobody will see . . . it's too dark.

☆ ☆ ☆

A couple of thousand miles away, where he's going, they don't know him very well.

But people all over the world are waiting, praying for him to come.

And he will come, this kid in Upper 4.

With new hope, peace and freedom for a tired, bleeding world.

☆ ☆ ☆

Next time you are on the train, *remember the kid in Upper 4.*

If you have to stand enroute—*it is so he may have a seat.*

If there is no berth for you—*it is so that he may sleep.*

If you have to wait for a seat in the diner—*it is so he . . . and thousands like him . . . may have a meal they won't forget in the days to come.*

For to treat him as our most honored guest is the least we can do to pay a mighty debt of gratitude.

THE NEW HAVEN R.R.

Security May Have Obsessed the Nation, But...

SILENCE SAVED COUNTLESS LIVES

During World War II, security became a national obsession.

Posters plastered walls, fences, barracks and factories telling Americans that "Loose Lips, Sink Ships."

Soldiers were told to let their M-1 rifles do their talking.

Americans were told that "Silence Means Security." If someone knew a secret, "Keep It Under Your Hat."

Posters reminded Americans there were lives in danger from breaches of security. One showed a drowning sailor, his sinking ship in the background, and the words "Somebody Talked."

The scenes weren't too far-fetched. The Nazis tried to land spies on Long Island in 1942. An alert Coast Guardsman captured them.

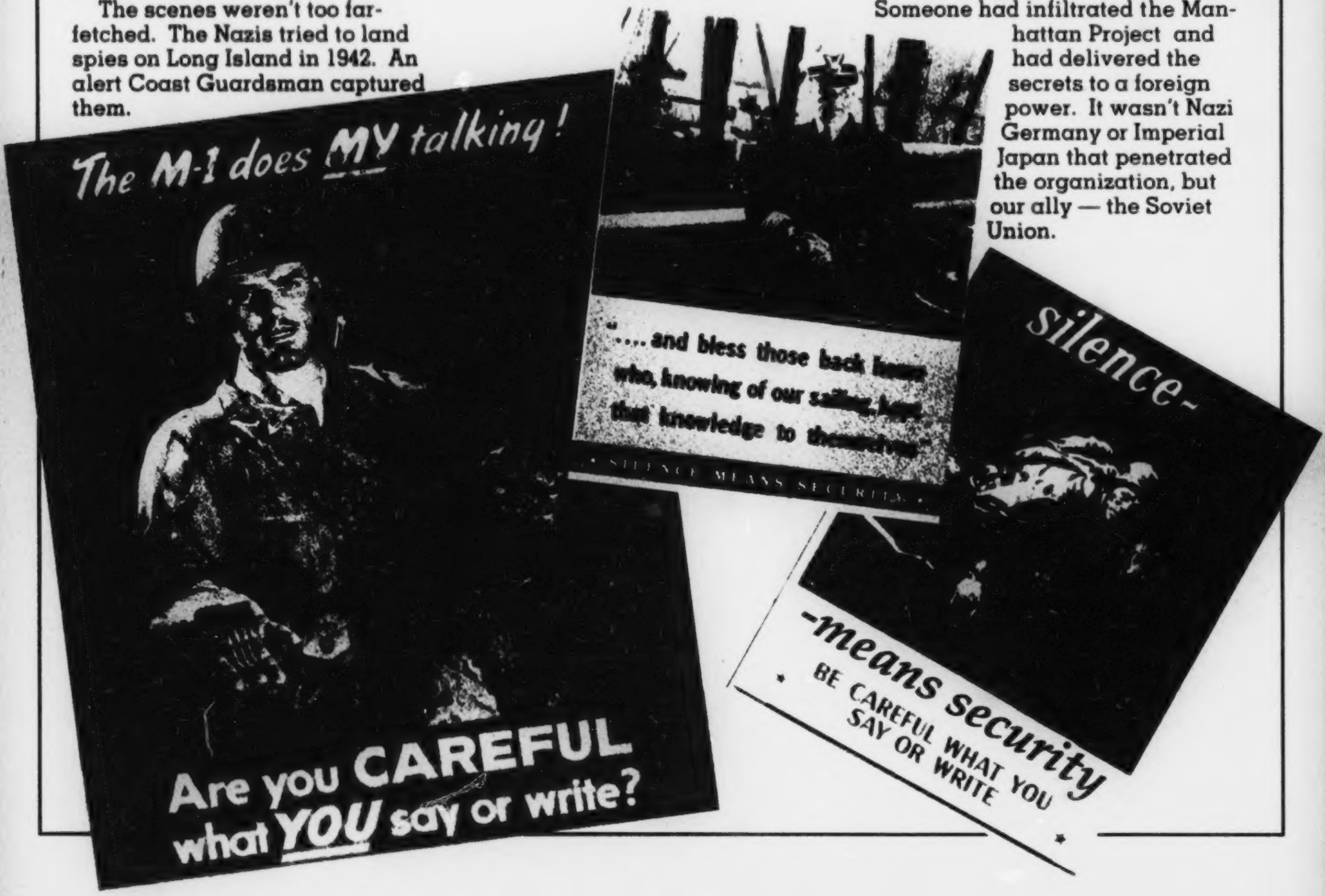
Security blanketed New York City, Boston, San Francisco and other ports that convoys sailed from. Officers censored GIs' letters from the war fronts to ensure against inadvertent leaks, such as where the GIs were.

Security sometimes seemed ridiculous. A crossword puzzle writer received a visit from Army intelligence: The writer had included several of the code names used in the Normandy invasion as parts of his puzzle.

The most massive security effort of World War II involved the Manhattan Project, which researched and built the atomic bomb. Mammoth industrial plants were built across the nation to provide components for the bomb. The Oak Ridge, Tenn., plants to separate uranium isotopes dwarfed anything seen to date. Yet few there knew exactly what the project was all about. Asked what they were making at the plant, many said "$1.25 an hour."

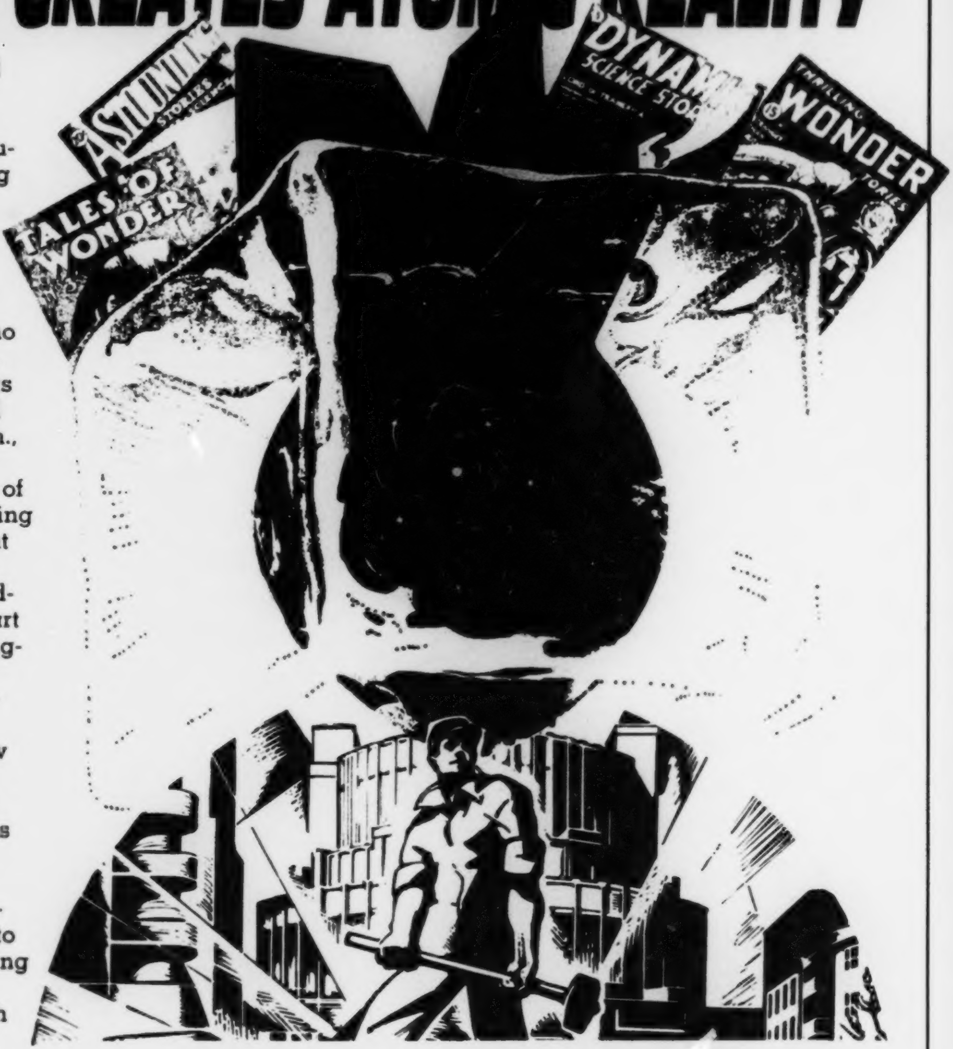
Others — more politically minded — said "the front end of horses for shipment to Washington."

During the war, many project scientists felt the security restrictions were fatuous. After the war, the United States found the constraints weren't tight enough: Someone had infiltrated the Manhattan Project and had delivered the secrets to a foreign power. It wasn't Nazi Germany or Imperial Japan that penetrated the organization, but our ally — the Soviet Union.


The M-1 does MY talking!
Are you CAREFUL what YOU say or write?
"....and bless those back home who, knowing of our sailing, keep that knowledge to themselves"
SILENCE MEANS SECURITY
silence-
-means security
BE CAREFUL WHAT YOU SAY OR WRITE

From Science Fiction's Realm; In War's Shadow

U.S. CREATES ATOMIC REALITY



In 1943, even those who had heard of an atomic bomb believed it belonged in the realm of science fiction. Yet thousands of Americans were working on one.

December 1942 witnessed the world's first manmade chain reaction. In 1943, thousands of Americans went to work in an essential war industry and had no idea what they were working on.

In 1942, Oak Ridge, Tenn., was an unpopulated, heavily forested patch of land and Hanford, Wash., was a barren waste along the Columbia River. In 1943, armies of workers went in and began clearing areas for mammoth facilities. But security was so strict that if you asked them what they were building they answered, "The front part of horses for shipment to Washington."

In the meantime, scientists — many with foreign accents — gathered in a remote area of New Mexico. Los Alamos became the center for nuclear research, and there was real fear that the Allies might be losing the race for the atom bomb.

Before the war, German scientists led all others in research into the nucleus of the atom. Disturbing reports out of the Third Reich pointed to a research project with an atomic bomb as the ultimate goal. Many of the scientists involved with the Allied effort were refugees from Nazi Germany. They knew firsthand what the world could expect if Hitler got the bomb. They worked all the harder for the knowledge.

Secrecy shrouded the project. Army Maj. Gen. Leslie Groves, fresh from building the Pentagon, was in charge. J. Robert Oppenheimer, a physicist from Berkeley, Calif., headed the scientific effort.

The Allies couldn't afford delays, so research and building the industrial plant went along simultaneously. It was not the most cost-effective way to work, but there was a war on and speed was more important than money.

Shortages affected even this crucial program. Copper was scarce, and yet planners needed hundreds of miles of the copper wire for cyclotrons used to separate uranium isotopes. Instead of copper, the government offered silver used to mint coins. An Army officer signed a hand receipt for every ounce used.

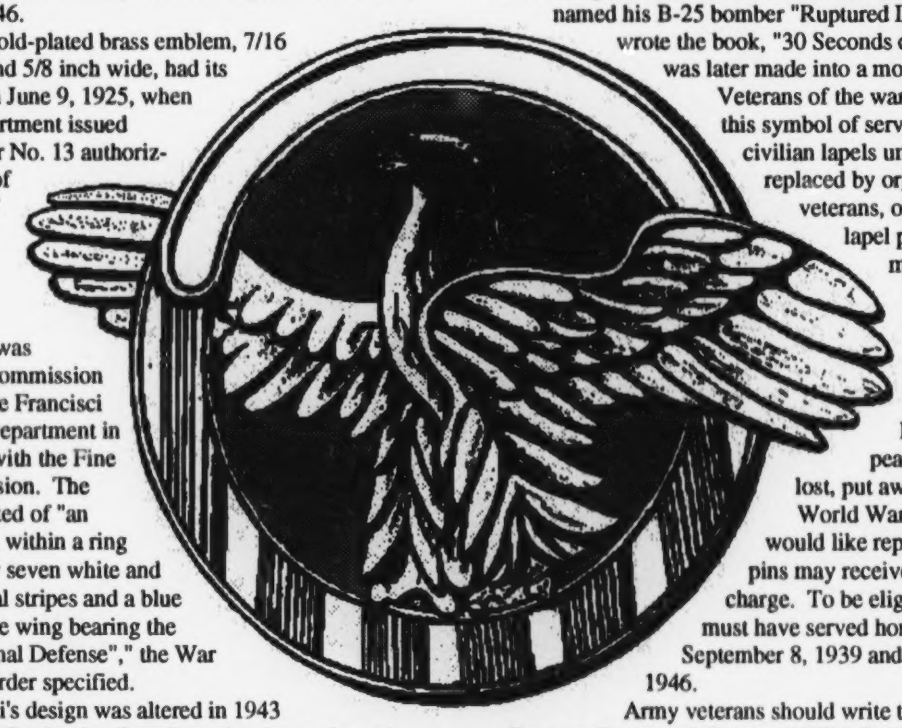
As 1943 ended, the bomb design was taking shape and the industrial plants were rising from the wilderness. Given enough time, scientists thought, a bomb could be developed. But did they have that time?

— American Forces Information Service

Fact Sheet

Honorable Service Lapel Pin

The Honorable Service Lapel Button was a small token of appreciation given to every American servicemember that was discharged during and after World War II. It was nicknamed the "Ruptured Duck" by the more than 12 million soldiers, sailors, airmen, and Marines that were mustered out of the military between September 1939 and December 1946.



The small gold-plated brass emblem, 7/16 inches high and 5/8 inch wide, had its beginnings on June 9, 1925, when the War Department issued General Order No. 13 authorizing the wear of the "Badge of Service" for honorably discharged veterans.

The button was designed on commission by Anthony de Francisci for the War Department in consultation with the Fine Arts Commission. The design consisted of "an eagle perched within a ring which display seven white and six red vertical stripes and a blue chief along the wing bearing the words "National Defense"," the War Department order specified.

De Francisci's design was altered in 1943 when the War Production Board restricted use of metal for such purposes. The War Department issued regulations that required the badge be made from blue plastic. In addition, the words, "National Defense" were dropped from the chief on the upper part of the ring.

It was soon noted, however, that this "design would not be discernible against a blue suit." In July of 1943 the War Department changed its regulation to require the badge be constructed of gold plated plastic. Later, when the metal restrictions were lifted, the button was produced in gold plated brass. The War Department allowed those who received the plastic badge to trade them in for the brass one.

50th Anniversary of World War II
Commemoration Committee
HQDA, SACC; Pentagon, Room 3E524
Washington, D.C. 20310-0101 (703) 604-0822

The origins of the term, "Ruptured Duck" are unknown despite the claims of many of coining one of the more famous phrases to come out of World War II. Capt. Ted Lawson, a pilot in the famous Doolittle raid over Tokyo, named his B-25 bomber "Ruptured Duck." Lawson wrote the book, "30 Seconds over Tokyo" that was later made into a movie.

Veterans of the war proudly wore this symbol of service on their civilian lapels until it was replaced by organizational, veterans, or service club lapel pins considered more appropriate for wear in world no longer at war. Gradually the Honorable Service Lapel Button disappeared, having been lost, put away, or forgotten.

World War II veterans who would like replace their lost pins may receive one free of charge. To be eligible, a veteran must have served honorably between September 8, 1939 and December 31, 1946.

Army veterans should write to: **U.S. Army Reserve Personnel Center**, ATTN: DARP-PAS-EAW, 9700 Page Boulevard, St. Louis, Missiouri 63132. PH: (314) 538-3573.

Navy, Marine Corps, and Coast Guard veteran should write to: National Personnel Records Center, 9700 Page Boulevard, St. Louis, MO 63132. PH: (314) 538-3071.

Air Force (including former Air Corps personnel) should write to: Air Force Reference Branch, National Personnel Records Center, St. Louis, MO 63132. PH: (314) 538-4218. The verification process takes up to eight months or more, officials at the National Records Center have said.

Authentic Ruptured Duck reproductions are for sale through the **American Legion**, Attn: Emblem Sales, P.O. Box 1050, Indianapolis, IN 46206 , or the **American Veterans of World War II, Korea, and Vietnam**, Attn: Quartermaster, 4647 Forbes Boulevard, Lanham, MD.

Fact Sheet
GI Bill

The Serviceman's Readjustment Act of 1944, commonly referred to as the G.I. Bill, was designed to prepare the veterans of World War II for re-entry into civilian life. The demobilization following World War I in 1919, had flooded the economy with veterans unable to find employment. The lack of provisions necessary to re-adapt veterans to civilian life left the soldiers, sailors and airmen of World War I few options; many sold fruit on street corners, while others hoboed across the nation begging for work. The G.I. Bill, at its core a safeguard against a similar economic disaster for the veterans of World War II, gave the returning troops an opportunity to attend the educational institution of their choice, unfettered by the ability to pay, and established a new sense of personal and social independence, rooted in education.

President Franklin D. Roosevelt signs the GI Bill. (Courtesy photo)

History

In the summer of 1940, Congress passed the Selective Service Act, and included in it a provision guaranteeing re-employment rights to veterans whose regular jobs had been interrupted by military service. This early recognition for the veteran's postwar welfare would later be reflected in July, 1942, when the National Resources Planning Board, a federal planning agency then under the direction of Frederick A. Delano, Franklin Delano Roosevelt's uncle, proposed to establish a committee which would analyze and counter economic problems created by the demobilization of troops.

The committee was established, though its examination remained an "off-the-record" study, for Roosevelt felt it was still too early in the war to be publicly considering postwar problems which could divert public attention from the war at hand. Despite his reluctance to allow the publicity of the NRPB results, Roosevelt remained concerned with the issue of postwar planning, and by the end of 1942, he had created a more broad-based study group. The Armed Forces Committee on Post-war Educational Opportunities for Service Personnel, headed by Brig. Gen. Frederick T. Osborn, submitted a report in July, 1943.

Similar to the findings of the NRPB committee, those of the "Osborn Committee" were reflected in Roosevelt's first fireside chat on the issue on July 28, 1943. Three months later, he submitted the Osborn Report to Congress, and on Nov. 3, 1943, Sen. Elbert D. Thomas from Utah introduced the first bill incorporating the findings of the Osborn Committee.

The initial bill was, however, overshadowed by a more comprehensive veteran benefits bill introduced Jan. 9, 1944, by the American Legion. Within six months, the bill would pass both the Senate and House, and, on June 22, 1944, would be signed into law by President Roosevelt.

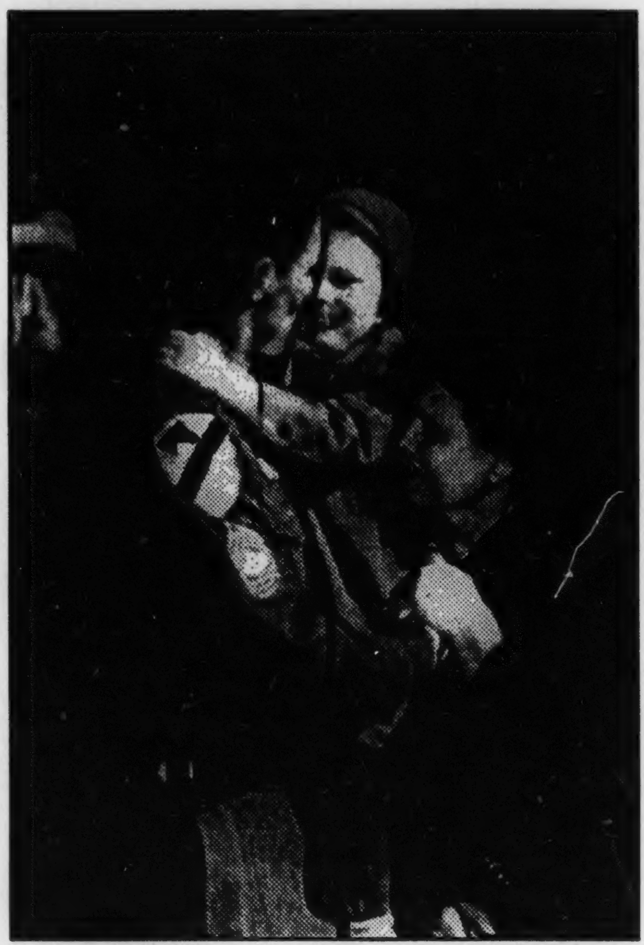
50th Anniversary of World War II
Commemoration Committee
Room 3E524, Pentagon
Washington, D.C., 20310-0101 (703) 604-0822

Action

The G.I. Bill embodied two principles: to reward service in the national interest, and to allow veterans the free choice of which educational institution they wished to attend without the worry of affordability. It only asked of the veterans that they devote themselves to fulfilling the expectations of the university they chose to attend.

Under the Bill veterans were provided with an opportunity to advance their potential beyond what it might have been prior to the war. Veterans under the age of 25 at the time of their enlistment, with at least 90 days of service, were eligible to attend college for one year automatically, and for subsequent years equal to their tour of duty, not exceeding four years. For example, a veteran of 22 at the time of enlistment, with three subsequent years' duty, was eligible for the maximum provisions under the bill: the first year automatically provided, and the remaining three to equal the time of service.

For each school year, the bill provided an allowance of



Unlike returning World War I soldiers, those who served in World War II came back to possiblities of higher education. (Courtesy photo)

up to $500 which included fees, tuition, books and supplies. An additional subsistence was granted per month, $50 for single veterans and $75 for married veterans. But to some, the eligibility qualifications for veterans seemed too broad-based.

Veteran organizations feared the bill's education title would prove too costly to implement. Furthermore, if implemented, they suggested it might be at the cost of veteran benefits for the disabled, who they believed should be the first benefactors from any veteran legislation.

Although many educators had helped shape the G.I. Bill, several announced dissatisfaction with it. Among the dissenters was Harvard's president, James Conant. "The bill . . . does not distinguish between those who can profit most from an advanced education and those who cannot," Conant claimed.

Yet, for all its obvious benefits, the bill did provide additional restrictions, aside from the setting of a four year maximum for extended education. A veteran over the age of 25 prior to enlistment, for example, had to prove his or her education had been interrupted by service. Veterans' Affairs determined the eligibility of veterans for the bill's benefits, while the school of the veteran's choice examined the veteran's qualifications before final admittance.

On Dec. 19, 1945, however, the key restrictions in the bill were removed when a series of amendments were passed by the Senate. Most important, the age restriction on veterans 25 years or older prior to enlistment was removed, so that these veterans no longer had to prove their education had been interrupted by the war. Other changes included removing the four-year limitation on college attendance and the raising of the subsistence fees to $65 for single veterans and $90 for married veterans.

Contrary to earlier skepticism, however, the amendments to the bill garnered support from a host of individuals and organizations, among them the press, veterans organizations and educators. The amended G.I. Bill would become the final version of the Serviceman's Readjustment Act of 1944.

Results

In the field of higher education, the G.I. Bill established a new precedent. Many veterans who, prior to 1945, would have been unable to afford a college education, despite a motivation and desire to extend their education, were now given the opportunity under the bill. The result was a broadening of opportunity in higher education, which has extended its benefits to the present.

The traditional student who only saw money as a barrier to higher education was only one benefactor, however. Married veterans who took advantage of the bill promoted a shift in the previously negative attitude toward married people attending college. Furthermore, the influx of veterans, many over the age of the traditional college student, into the collegiate system broke the mold of the college student fresh from high school, and established a new understanding and acceptance of the non-traditional college student.

With the expansion of enrollment in colleges following the return of veterans, a burgeoning growth resulted. Universities which previously accommodated small numbers of students had their enrollments increase beyond 10,000. In the state of New York, the New York state university system was developed to counter the influx of veteran students.

The G.I. Bill, with its emphasis on equal opportunity for veterans in the higher education system, also served as a model for the Civil Rights and Women's movements of the 50s and 60s.

Sources

Connection, New England Journal of Higher Education and Economic Development, Spring/Summer 1993
Researched by Scott Peters

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Fact Sheet
Pearl Harbor

Japanese Aircraft Attack Pearl Harbor

The Japanese attack on Pearl Harbor began at 7:55 a.m. December 7, 1941. The attacking forces were broken down into two waves. The first consisted of 183 aircraft which included 40 torpedo planes, 49 level bombers, 51 dive bombers and 43 fighters. The second wave consisted of 170 planes which included 54 level bombers, 80 dive bombers and 36 fighters.

The attack also included four heavy aircraft carriers, two heavy cruisers, 35 submarines, two light cruisers, nine oilers, two battleships and 11 destroyers.

U.S. Personnel Casualties

Service	Killed	Wounded	Total
Navy	2,008	710	2,718
Army	218	364	582
Marines	109	69	178
Civilians	68	35	103

Summary of U.S. Ship Damage

Battleships

Ship	Summary	Rejoined Fleet
Arizona	Sunk, total loss, on bottom at Pearl Harbor	
California	Sunk, raised, repaired modernized	May 1944
Maryland	Damaged, repaired, modernized	Feb 1942
Nevada	Heavily damaged, grounded refloated, repaired modernized	Dec 1942
Oklahoma	Capsized, total loss	
Tennessee	Damaged, repaired	Mar 1942
W. Virginia	Sunk, Raised, repaired modernized	July 1944
Pennsylvania	Slightly damaged, repaired modernized	Aug 1942

Destroyers

Ship	Summary	Rejoined Fleet
Cassin	Heavily damaged, rebuilt	Feb 1944
Downes	Heavily damaged, rebuilt	Nov 1943
Helm	Damaged, continued on patrol, repaired	Jan 1942

Cruisers

Ship	Summary	Rejoined Fleet
Helena	Heavily damaged, repaired	June 1942
Honolulu	Damaged, repaired	Jan 1942
Raleigh	Heavily damaged, repaired overhauled	July 1942

Resourceful crews remove parts from a wrecked P-40.

The USS Arizona burning after the Japanese attack.

Minecraft

Ship	Summary	Rejoined Fleet
Oglala	Sunk, raised, repaired	Feb 1944

Auxiliaries

Ship	Summary	Rejoined Fleet
Curtiss	Damaged, repaired	Jan 1942
Sotoyomo	Sunk, raised, repaired	Aug 1942
Utah	Capsized, on bottom at Pearl Harbor	
Vestal	Heavily damaged, beached, refloated, repaired	Feb 1942
YFD-2	Sunk, raised, refloated, repaired	May 1942

U.S. Aircraft Damage Summary

	Lost	Damaged
Navy	92	31
Army Air Corps	77	128

Sources

Reader's Digest Assoc., Reader's Digest Illustrated History of World War II, Pleasentville, N.Y, 1989.

H.P. Willmott, Pearl Harbor; Brompton Books Corp, Conn, 1990.

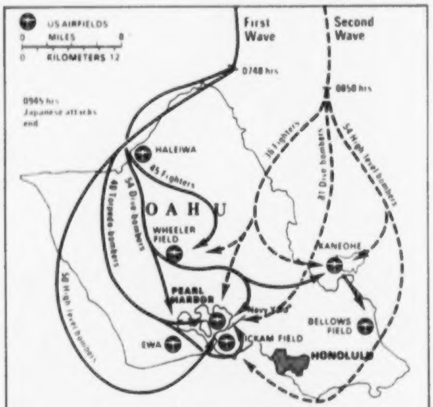
U.S. Ships Present at Pearl Harbor (or within three miles of Oahu)

Battleships	8	Submarines	4
Heavy Cruisers	2	Tenders (AD)	2
Light Cruisers	6	Tenders (AV)	6
Destroyers	30	Tenders (AS)	1
Minecraft	24	Submarines Rescue	1
Misc. Auxiliaries	3	Gunboat	1
Net Vessels	6	Ferryboats	6
PT Boats	12	Yard Oilers	6
Yard Patrol	1	Water Barges	3
Seaplane Derricks	3	Torpedo Test Barge	1
Repair	3	Oilers	2
Ammunition	1	Fleet Tugs	3
Stores	3	Hospital	1
Yard Tugs	9	Garbage Lighters	3
Repair Barges	2	U.S. Coast Guard	12

Ships at Pearl Harbor Lost In World War II

Arizona (BB 39)	December 7, 1941
Blue (DD 387)	August 23, 1942
Gamble (DM 15)	February 18, 1945
Grebe (AM 43)	December 5, 1942
Helena (CL 50)	July 6, 1943
Henley (DD 391)	October 3, 1943
Hull (DD 30)	December 18, 1944
Jarvis (DD 393)	August 9, 1942
Monaghan (DD 354)	December 18, 1944
Neosho (AO 23)	May 11, 1942
Oklahoma (BB 37)	December 7, 1941
Perry (DMS 17)	September 13, 1944
Reid (DD 369)	December 11, 1944
Thornton (AVD 11)*	May 2, 1945
Tucker (DD 374)	August 4, 1942
Utah (AG 16)	December 7, 1941
Ward (DD 139)	December 7, 1944
Wasmuth (DMS 15)*	December 29, 1942
Worden (DD 352)*	January 12, 1943
PT 22*	January 12, 1943
PT 28*	January 12, 1943

*** Not due to enemy action**


US AIRFIELDS
0 MILES 8
0 KILOMETERS 12
First Wave
Second Wave
0748 hrs
0850 hrs
0945 hrs Japanese attacks end
HALEIWA
45 Fighters
54 Dive bombers
40 Torpedo bombers
50 High level bombers
36 Fighters
81 Dive bombers
54 High level bombers
O A H U
WHEELER FIELD
KANEOHE
PEARL HARBOR
Navy Yard
BELLOWS FIELD
EWA
HICKAM FIELD
HONOLULU
PACIFIC OCEAN

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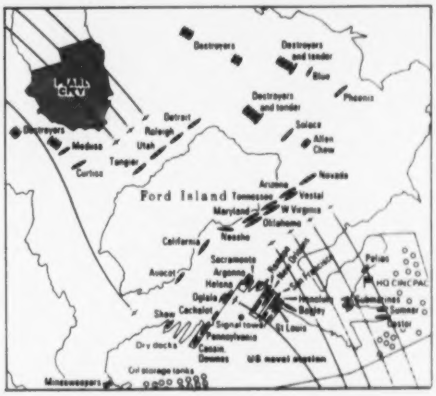
Destroyers
Destroyers and tender
Blue
Phoenix
Destroyers and tender
Detroit
Raleigh
Utah
Tangier
Destroyers
Medusa
Curtiss
Solace
Allen
Chew
Ford Island
Arizona
Nevada
Tennessee
Vestal
Maryland
W Virginia
Oklahoma
Neosho
California
Avocet
Sacramento
Argonne
Helena
Oglala
Cachalot
Shaw
Signal tower
Pennsylvania
Dry docks
Cassin
Downes
Honolulu
Bagley
St Louis
Pelias
HQ CINCPAC
Submarines
Sumner
Castor
US naval station
Oil storage tanks
Minesweepers

Ships at Pearl Harbor December 7, 1941

Sotoyomo	Oldest in service	1903
Vestal	Oldest in commission	October 4, 1909
Ash	Newest in service	July 1, 1941
Pelias	Newest in Commission	September 5, 1941
Nokomis	Last out of Service	May 1, 1973
USCG Taney	Last out of commission	December 7, 1986
San Francisco	Most Battle Stars	17
West Virginia Detroit Argonne	At Tokyo	September 2, 1945

Japanese Ships Assigned to "Hawaii Operation"

Name	Date Lost	Place Lost
Akagi	June 5, 1942	Midway
Kaga	June 4, 1942	Midway
Shokaku	June 19, 1942	Philippine Sea
Zuikaku	October 25, 1944	Leyte Gulf
Hiryu	June 5, 1942	Midway
Soryu	June 4, 1942	Midway
Hiei	November 13, 1942	Guadalcanal
Kirishima	November 15, 1942	Guadalcanal
Chikuma	October 25, 1944	Leyte Gulf
Tone	July 24, 1945	Kure
Abukuma	October 26, 1944	Surgao Strait
Katori	February 17, 1944	Truk
Akigumo	April 11, 1944	Celbes Sea
Arare	July 5, 1942	Aleutians
Hamakaze	April 7, 1945	South of Kyushu
Isokaze	April 7, 1945	South of Kyushu
Kagero	May 8, 1943	Solomons
Kasumi	April 7, 1945	South of Kyushu
Sazanami	January 14, 1944	Yap
Shiranuhi	October 27, 1944	Leyte Gulf
Urakazi	November 21, 1944	Formosa
Ushio	Surrendered at Yokosuka Naval Base	

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Fact Sheet

Philippine Islands 1941-1942

Capturing the Philippines

Capture of the Philippine Islands was crucial to Japan's effort to control the Southwest Pacific, seize the resource-rich Dutch East Indies, and protect its Southeast Asia Flank. Enemy aircraft attacked the Philippines Dec. 8, 1941. The heaviest air strikes, against Clark Field in central Luzon, destroyed half of the Far East Air Force. General Douglas MacArthur, commanding more than 30,000 U.S. Army personnel and 100,000 ill-equipped and ill-trained Filipino soldiers, attempted to hold the islands. A 40,000-man Japanese force landed on Luzon Dec. 24. Unable to obtain reinforcements and supplies, MacArthur ordered a retreat to the Bataan Peninsula, where his forces could do nothing but fight a delaying action.

The situation on Bataan in late February 1942 was so tenuous that President Franklin D. Roosevelt ordered MacArthur to withdraw to Australia. The Bataan defenders, under the command of Lt. Gen. Jonathan M. Wainwright, continued their stand until April 9, 1942, when they surrendered. About 3,500 Bataan defenders withdrew to Corregidor, where they held out until May 6, 1942.

Ground Forces

U.S. Army

Philippine Division

- Headquarters and Headquarters Company
- 31st, 45th and 57th Infantry
- Battery A, 23rd Field Artillery
- 1st and 2nd Battallion, 88th Field Artillery
- 24th Field Artillery Regiment
- 86th Field Artillery Battallion
- 12th Military Police Company
- 12th Quartermaster Regiment
- 12th Ordnance Company
- 12th Signal Regiment
- 14th Engineering Regiment
- 26th Cavalry (Philippine Scouts)
- 4th Veterinarian Company
- 1st Battalion, 24th Infantry
- 91st and 92nd Coastal Artillery (Philippine Scouts)

The Philippine Division consisted primarily of Philippine Scouts (PS) led by American officers. The division, the mainstay of our defense on Bataan, seriously delayed the time table of the Japanese forces enabling the United States critical time to mobilize for the war in the Pacific.

Filipino Scouts hold a Japanese sword found on Bataan during a lull in the fighting.

American

- 59th Coastal Artillery
- 60th Coastal Artillery (Anti-aircraft)
- 200th Coastal Artillery
- Provisional Tank Group
  - 192nd and 194th Tank Battalions
- 1st Constabulary Regiment

Philippine Army

- 1st Division
- 11th Division
- 21st Division
- 31st Division
- 41st Division
- 51st Division
- 61st Division
- 71st Division
- 81st Division
- 91st Division
- 101st Division
- 102nd Division

Luzon Forces

The following Divisions were assigned to the Southern Luzon Force in December 1942: 1st, 41st, and 51st Divisions. The 11th, 21st, 31st, 71st and 91st Divisions were assigned to the Northern Luzon Force. The 51st and 81st Divisions were assigned to the Visayo Force and the 101st and 102nd Divisions were assigned to the Mindanao Force. From January to April the 1st, 11th, 41st, 81st and 101st Divisions were assigned to I Corps. The 21st, 31st, 51st and 61st were assigned to the II Corps. The 71st and 91st were assigned to the Visayo Force while the 102nd remained with the Mindanao Force.

U.S. Naval Forces

U.S. Marines

4th Marine Regiment
Navy Yard Marines

Aircraft

Patrol Wing 10

Destroyers

Pope, Peary, Pillsbury and John D. Ford

Cruisers

Houston and Boise

Gunboats

Asheville, Tulsa Oahu, Luzon, Mindanao and Isabel

Minesweepers

Lark, Whippoorwill, Tanager, Quail and Bittern

Submarines

S-7, S-36, S-38, S-39, S-40 and S-41
Porpoise
Pike
Shark
Tarpon
Perch
Pickerel
Permit
Salmon
Seal

Salvage Vessels Tugs/Other

Pigeon
Napa
Keswick
Floating Dry Dock Dewey
Station Ship Gold Star

Tenders

Langley, Childs, William B. Preston
Lt. W.I. Kabler

Submarine Tenders/ Repair Ships

Canopus, Holland and Otus

Although the majority of the U.S. Naval forces withdrew from the Philippines early in the battle, Submarines were left behind to harrass and slow the advances of the Japanese fleet, thus hampering resupply to the Japanese forces.

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U.S. Army Air Forces

Far East Air Forces

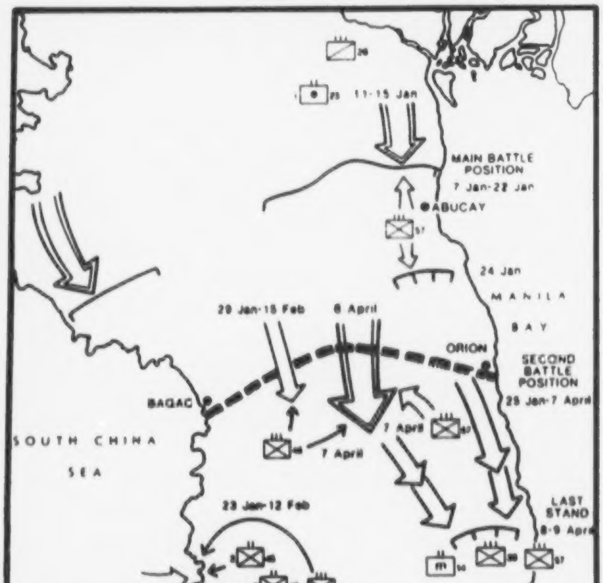
5th Intercepter Command
5th Bomber Command
2nd Observation Squadron
4th Composite Group
24th Pursuit Group
  3rd Pursuit Squadron
  17th Pursuit Squadron
  20th Pursuit Squadron
  21st Pursuit Squadron
  34th Pursuit Squadron
19th Bombardment Group
  14th Bombardment Squadron
  28th Bombardment Squadron
  30th Bombardment Squadron
  93rd Bombardment Squadron
  5th Air Base Group
  20th Air Base Group

The Philippines boasted the largest U.S. Army Air Forces outside the United States. However, nearly half of its aircraft were destroyed in a surprise attack Dec. 8, only nine hours after the attack on Pearl Harbor. USAAF forces were neutralized only 48 hours after the start of the war.

Bataan Death March

On April 9, 1942, after six days of retreating into the jungles, Maj. Gen. Edward King, commander of the remaining U.S. forces on Bataan, disobeyed the direct order by MacArthur and surrendered to Col. Motoo Nakayama, Lt. Gen. Masaharu Homma's senior operations officer, in the town of Lamao--the "Bataan Death March" had begun.

In truth, there were several death marches, over the same route. Prisoners were marched from Cabcaben or Mariveles, sister villages at the southern tip of Bataan, 55 or 60 miles to San Fernando, a rail junction. They were then transported by freight cars about 30 miles to the village of Capas, and finally marched six miles on foot to Camp O'Donnell, a former Philippine Army training center. Some of these marches lasted five days while others as long as 10. For many, the first two or three days were without food or water.



This map shows positions and movements of both Allied and Japanese forces during the fighting on the Bataan Peninsula.

Fall of Corregidor

The fall of Bataan gave the Japanese an excellent location from which to shell Corregidor and a staging area for their assault on the island. The Japanese began their final assault on Corregidor with a heavy artillery barrage May 1, 1942. Two battalions of the 61st Infantry landed on the northeast end of the island the night of May 5-6. Despite a strong resistance, they established a beachhead that was soon reinforced by tanks and artillery.

Army and Navy personnel fighting as infantry joined the 4th Marine Regiment to meet the invasion. The defenders were quickly pushed back toward the island's Malinta Hill stronghold. President Roosevelt had personally authorized Wainwright to decide if or when surrender was proper.

On May 6, 1942, Wainwright broadcast a message to Homma asking for terms. Many units at first refused to obey the order to surrender. However, by June 9, almost all commands had surrendered and, in the end, nearly 70,000 U.S. and Filipino soldiers were captured by the Japanese.

American prisoners are bound and posed for the camera.

Casualties

Casualty statistics for the Philippine Campaign are imprecise because of incomplete records. It is estimated that more than 2,200 Americans and Filipinos were killed or wounded between Dec. 8, 1941 and April 9, 1942. Of these, about 600 were Americans. It is also estimated that 800 Americans and Filipinos were killed and another 1,000 wounded during the last hours before the fall of Corregidor. The following Department of the Army casualty statistics for the Philippine Campaign include the U.S. Army Air Forces and Philippine Scouts.

Missing in Action	Captured/Interned
2,118	70,000

Total Deaths
43,000*

**This number is approximate based on the total number serving on Bataan on April 3, 1942. It reflects those Americans and Filippinos who died on the death marches, in Camp O'Donnell, on ships transporting prisoners to the Japanese mainland and those who worked as slave labor in Japan's coal mines and steel mills througout the war.*

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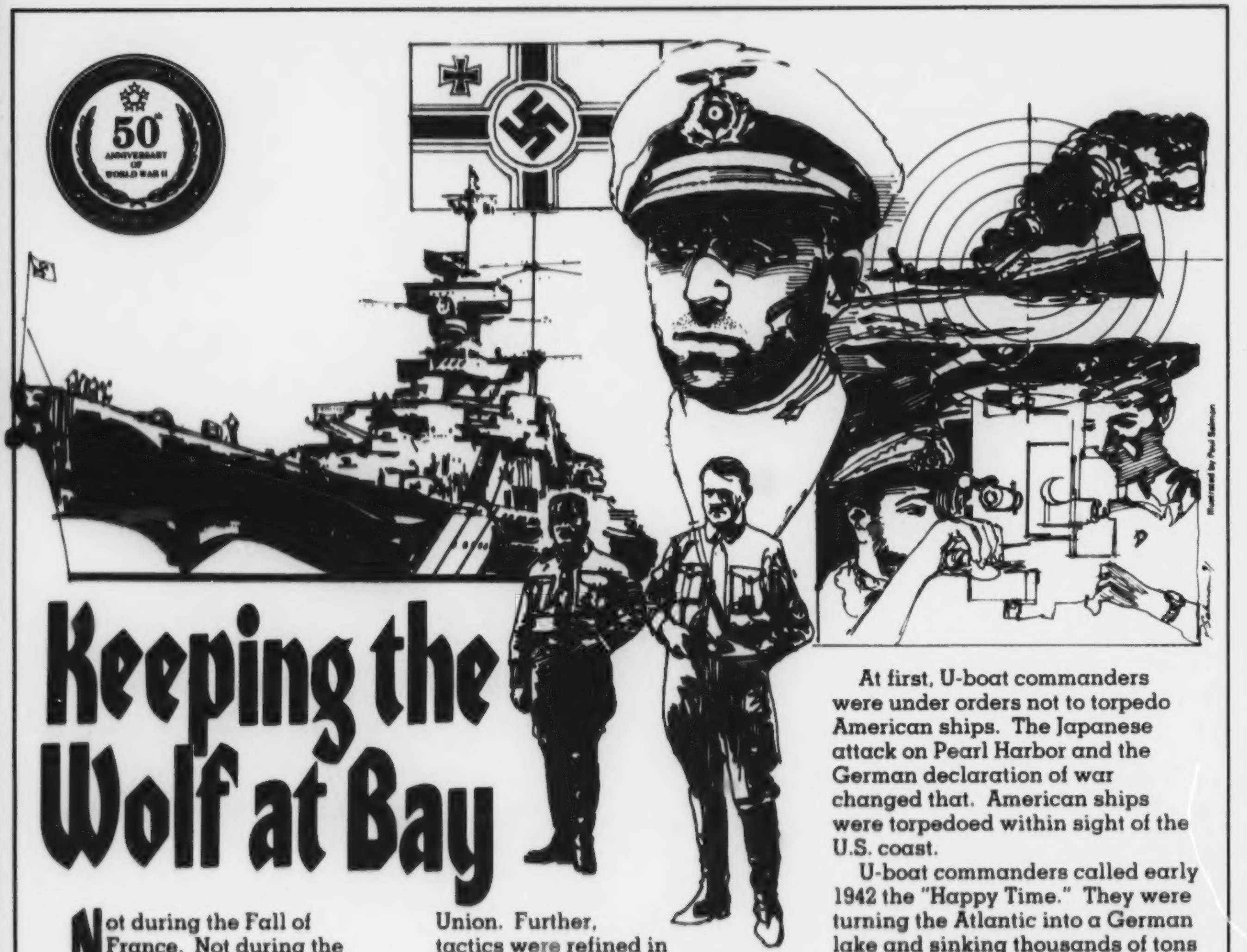


Keeping the Wolf at Bay

Not during the Fall of France. Not during the Battle of Britain. Not during the Blitz. Not during the time Britain stood alone against the Nazis. At none of these times was Great Britain so close to defeat as it was during the Battle of the Atlantic.

Great Britain couldn't be bombed or terrorized into submission, but it might have been starved. After all, the British Isles are islands. Most food and raw materials must be imported.

During World War I, the German U-boat campaign almost starved Great Britain into submission. World War II U-boats were much more advanced and capable of trans-Atlantic raiding than their primitive, limited-range predecessors. Combined with raiders and capital ships such as the battleship *Tirpitz* and pocket battleship *Graf Spee*, the Germans had the wherewithal to blockade Great Britain and, after June 1941, the Soviet Union. Further, tactics were refined in the years between the world wars, and the German navy evolved the wolfpack. The wolfpack was a concentration of U-boats that loosely worked together. This made it possible to attack and disrupt convoys.

Even before its entry into World War II, the United States had become the backbone of Allied efforts. Without U.S. food, munitions and weapons, the British would have suffered defeat. Convoying became a hot issue in Washington. President Franklin D. Roosevelt gave permission for the U.S. Navy to convoy ships halfway across the Atlantic. Then he extended the limit to Iceland. Senators asked how far the Western Hemisphere ran. Roosevelt told the press, "It would be suicide to wait until they (the Germans) are in our front yard" and then extended the Western Hemisphere almost to the North Sea.

At first, U-boat commanders were under orders not to torpedo American ships. The Japanese attack on Pearl Harbor and the German declaration of war changed that. American ships were torpedoed within sight of the U.S. coast.

U-boat commanders called early 1942 the "Happy Time." They were turning the Atlantic into a German lake and sinking thousands of tons of American shipping each month. Lights of coastal cities silhouetted ships giving U-boat commanders easy targets, and a lack of destroyers, corvettes — special submarine-hunting ships — and planes made any defense mounted against the U-boats haphazard at best.

But the Allies made gains. In 1942 and 1943, the U.S. and Royal navies made technical and tactical advances. New warships came down the ways. By late 1943, an increasing amount of American materiel and food made the crossing. Throughout those years, the Germans had come close to blockading Britain and winning the war. But they were never able to stop an even more important commodity making the hazardous voyage — the men and women who liberated Europe.

American Forces Information Service

Fact Sheet
Doolittle's Raid

(From left) Lt. Col. James H. Doolitte and Adm. Marc A. Mitscher, USN, on board the USS Hornet prior to the bombing of Tokyo, April 1942. (Courtesy photo)

In the beginning of 1942, gloom was descending over the United States like a winter twilight.

On all fronts, the United States and its allies were reeling from the blows of the Axis powers.

In the Pacific, Japan had taken Malaya, Singapore, Java, Guam and Wake Island and was threatening the lifeline with Australia. On April 9, 1942, the "Battling Bastards of Bataan" in the Philippines finally laid down their arms.

In the Atlantic, German U-boats were sinking American ships within sight of the U.S. coast. Britain was being strangled, and the German *Wehrmacht* was in the suburbs of Moscow.

The Axis powers looked invincible.

In the midst of these dark days burst the light of the Doolittle Raid on Japan.

The U.S. Navy conceived the raid as a way to raise morale. It entailed launching Army twin-engine bombers from the deck of an aircraft carrier to bomb selected cities in Japan. It was a way to strike back. It was a way to demonstrate that no matter how bleak the future looked, the United States would not give up.

Leading the attack was Army Lt. Col. James H. Doolittle. Jimmie Doolittle was an aviation pioneer and daredevil racer. He pioneered instrument flying. He won the Schneider Race for the Army in 1925. He pushed for higher octane gasoline for aircraft in the 1930s.

Doolittle trained the volunteer crews to take off their B-25B Mitchell bombers in only 450 feet instead of the usual 1,200. The planes were loaded aboard the *USS Hornet* in March 1942.

The plan was to launch the bombers within 400 miles of the Japanese coast. They would then bomb their targets and continue to airfields in China.

But Japanese picket boats discovered the task force about 800 miles off the coast, and the Army planes were launched immediately.

The 16 bombers struck Tokyo, Kobe, Nagoya and Yokohama. Because of the added distance, no plane was able to make the Chinese airfields. Most of the planes crash landed in China with one plane landing in the Soviet Union. Of the 75 fliers who landed in China three died in accidents and eight were captured by the Japanese. The rest returned to the United States.

The raid inflicted little physical damage to Japan, but it gave a needed lift to morale in the United States. In Japan, the psychological damage of the attack was more important. The Doolittle Raid convinced Adm. Isoruku Yamamoto, chief of the Japanese Combined Fleet, that he had to extend Japan's defensive perimeter. He aimed the extension at Midway Island. If Japan held that strategic mid-Pacific atoll, no carrier task force could approach. The battle of Midway in June 1942, was a decisive victory for the United States. Many called Midway the turning point of the war in the Pacific.

For his leadership of the raid, Jimmy Doolittle received the Medal of Honor. (Courtesy, American Forces Information Service)

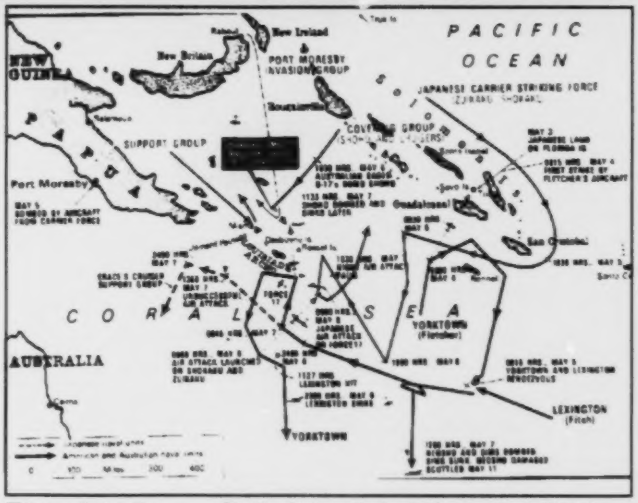
Lt. Col. James H. Doolittle takes off from the deck of the USS Hornet. (Courtesy photo)

Fact Sheet

Battle of the Coral Sea

Japanese Halted at the Coral Sea

In an engagement that lasted from May 4-8, 1942, a joint force of American and Australian warships stopped the theretofore victorious Japanese war machine. Naval air forces engaged each other in a battle that never allowed the surface forces to sight each other. When it was over, the Japanese invasion attempt of Port Moresby, New Guinea, was a failure and their expansion was stopped at the Louisiades Archipelago. From that point on the Japanese were on the defensive.


PACIFIC OCEAN
New Ireland
New Britain
NEW GUINEA
PORT MORESBY INVASION GROUP
JAPANESE CARRIER STRIKING FORCE
Bougainville
SUPPORT GROUP
COVERING GROUP
Port Moresby
PAPUA
SOLOMON IS.
Guadalcanal
San Cristobal
CORAL SEA
AUSTRALIA
YORKTOWN (Fletcher)
LEXINGTON (Fitch)
YORKTOWN
Japanese naval units
American and Australian naval units

This map depicts the course of battle which resulted in the first strategic allied victory in the Pacific.

Summary of Forces Involved

American/Australian Ships

Aircraft carriers	2	Oilers	2
Heavy cruisers	7	Seaplane tenders	1
Light cruisers	1	Submarines	11
Destroyers	13	Ship-based aircraft	141
		Shore-based aircraft	482

Japanese Ships

Aircraft carriers	2	Minelayers	3
Light aircraft carriers	1	Minesweepers	10
Heavy cruisers	6	Subchasers	2
Light cruisers	3	Gunboats	3
Destroyers	15	Transports	12
Oilers	3	Submarines	7
Repair ships	1	Ship-based aircraft	152
Seaplane carriers	1	Shore-based aircraft	161

Aircraft Lost/Destroyed

	Allied Forces	Japanese Forces
May 4	3	5
May 5	0	1
May 6	0	0
May 7	3	25**
May 8	69*	43
Total:	75	74

* 36 Aircraft sank onboard Lexington

** 18 Aircraft sank onboard Shoho

Summary of Ships Lost/Damaged at Coral Sea

Allied Forces

Lexington	Bombed, torpedoed, internal Explosions, scuttled	May 8, 1942
Neosho	Bombed, kamikaze, adrift	May 7, 1942
	Scuttled	May 11, 1942
Simms	Bombed, sunk	May 7, 1942
Yorktown	Bombed, damaged, withdrawn,	May 8, 1942
	Rejoined fleet	May 31, 1942

Japanese Forces

Barges (4)	Bombed, sunk	May 4, 1942
No. 1	Bombed, sunk	May 4, 1942
No. 2	Bombed, sunk	May 4, 1942
Kikuzuki	Bombed, beached, sunk	May 4, 1942
Tama Maru	Torpedoed, sunk	May 4, 1942
Shoho	Bombed, torpedoed, sunk	May 7, 1942
Shokaku	Bombed, torpedoed, damaged,	May 8, 1942
	withdrew, rejoined fleet	July 1942
Yuzuki	Strafed, minor damage, repaired	May 4, 1942
Zuikaku	Severe aircraft losses, withdrew	May 8, 1942

The Tanker Neosho was mistaken for a carrier by the Japanese and vigorously attacked.

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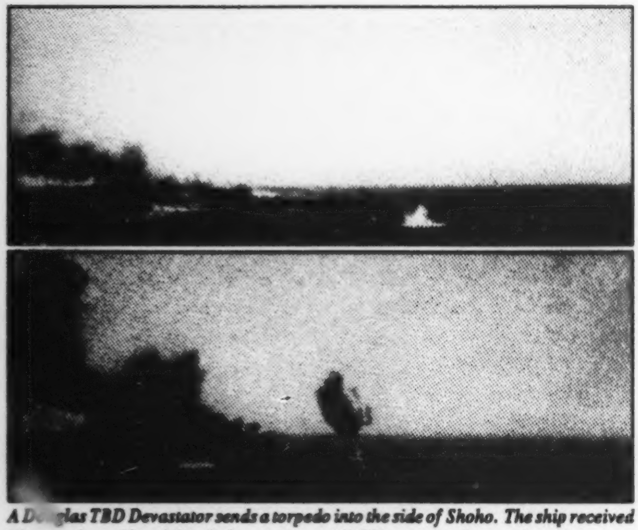
Personnel Losses

		Crew	Killed
Lexington	(CV 2)	2,951	216
Neosho	(AO 23)	258	137
Simms	(DD 409)	251*	235
Yorktown	(CV 5)	3,000*	37
Total:			625
Shokaku	(CV 6)	1,660*	108
Shoho	(CVL 3)	800	700*
Kikuzuki	(DD 31)	150*	?
Yuzuki	(DD 36)	150*	?
Tama Maru	(Conv. AM)	?	?
No. 1	(AM 1)	?	?
No. 2	(AM 2)	?	?
Total:			808*

* Number approximate in reference to listed sources
+ Flight crew losses computed with carrier losses
? Numbers not available


A D[illegible]glas TBD Devastator sends a torpedo into the side of Shoho. The ship received 20 torpedo and bomb hits before sinking with 700 crewmembers onboard.

A Kawanishi 97 Mavis afire and sinking moments after reporting the allied fleet's position to the Japanese fleet.

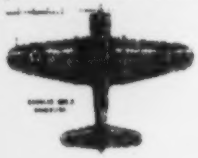
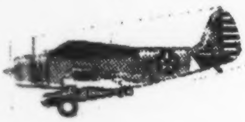
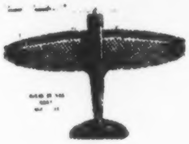
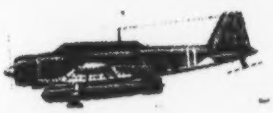
Results of the Battle

- Japanese tactical victory but allied strategic victory.
- Halted Japanese expansionism at the Louisiades Archipelago.
- Secured Australian safety from invasion and bombing.
- Insured the aircraft carrier's dominance as the primary fleet vessel.
- Initiated improvements in American Naval aircraft design as a result of battle performance.
- Balanced forces for the Battle of Midway (due to withdrawal of Japanese carriers).
- Propaganda victory for the allies (Morale improved and war resolve strengthened).

Smoke billows from Lexington and crewmen dive to safety after numerous torpedo and bomb hits. She was later scuttled by the Americans.

Principal Aircraft Involved

Allied Forces		Japanese Forces	
Douglas SBD Dauntless	Douglas TBD Devastator	Aichi 99 Val	Nakajima 97 B5N Kate
Dive Bomber	Torpedo Bomber	Dive Bomber	Torpedo Bomber
Crew: Two men	Crew: Three men	Crew: Two men	Crew: Three men
Range: 1,100 miles	Range: 652 miles	Range: 930 miles	Range: 624 miles
Speed: 246 mph max	Speed: 205 mph max	Speed: 267 mph max	Speed: 235 mph max
Payload: 1x900lb bomb	Payload: 1x1, 600lb torpedo	Payload: 1x800lb bomb	Payload: 1x1,600lb torpedo

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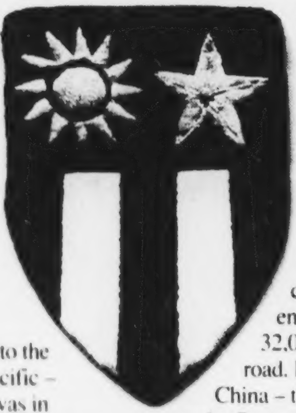
Fact Sheet

China-Burma-India

The ***China-Burma-India Theatre*** – or **CBI** – was *last* on Washington's list of priorities and supplies: the dense Burmese jungles could literally 'swallow' aircraft or men before rescue parties could reach them; the arid heat and monsoon rains of India made daily life a challenge, and the extremes of climate, and vastness of China could quickly make any GI homesick. But the veterans of "Confusion Beyond Imagination," as Bill Sinclair of the wartime *CBI Roundup* called it, have memories that they wouldn't trade for anything!

A mutual need/Dark beginnings

In mid-summer 1941, President Franklin D. Roosevelt began sending supplies to China, under a Lend-Lease agreement. Unloaded at the port of Rangoon and carried over the Burma Road, the supplies slowly trickled in. But, with the attack on Pearl Harbor, the Japanese turned from their regional aggression in China to begin a more widespread conquest of all of Asia. Quickly, Japanese forces overran the Philippines, French Indochina and Thailand, fought their way down through the Malay Peninsula, and took the oil-rich Dutch East Indies. The Japanese then captured Rangoon to cut the Chinese supply line and put the Allies' defense of Asia in shambles. Only the "Flying Tigers" American Volunteer Group, scored any real victories against the onslaught in the dark days of December 1941.



If China, under the leadership of Chiang Kai-shek, fell to the Japanese, the task of the Allies – to defeat Japan in the Pacific – would be very costly, as fully one-third of Japan's army was in China in March 1942, and *holding them there* would be crucial to any Allied efforts elsewhere.

In February 1942, the War Department appointed Gen. Joseph W. 'Vinegar Joe' Stilwell as head of a military mission to increase the effectiveness of U.S. assistance to the Chinese government, and bolster the combat efficiency of the Chinese Army. He obtained permission from the Government of India to establish a training base at Ramgarh, and began a training program for 62,000 Chinese recruits. These troops along with later arrivals, gave Stilwell a Chinese Force of 102,000 in India-Burma.

A supply line is built – the Hump...

The loss of the port of Rangoon and the Burma Road railhead forced the Allies to begin flying supplies from bases in Northern Assam, India, to airfields in China. Supplies came 12,000 miles from the U.S. on a two-month voyage by ship to the Indian ports of Karachi and Calcutta, through India by rail to Assam, and then were airlifted over the 'Hump,' the world's highest and deadliest mountains. The route flown by the pilots of the Air Transport Command (ATC) was made more difficult by the proximity of Japanese airfields in occupied Northern Burma, which caused them to fly a less direct route, over uncharted mountain ranges. Also, the railroads were an exasperating bottleneck until the American Military Railway Service took over their operation in early 1944 and, within a year, increased their capacity from 3,000 to 9,000 tons a day.

...the Road...

Meanwhile, in December 1942, the Americans began to build a road across Northern Burma. In the first 10 months, the road (nicknamed both the Stilwell Road, and 'Pick's Pike,' for Gen. Lewis Pick, in command of the Army Engineers) progressed a tedious 50 miles through the Patkai mountains during the monsoon, when mudslides could undo a full day's work in minutes. The Japanese had to be cleared from the road's trace as the "combat engineers" constructed it, and usually someone 'rode shotgun' on the trucks and bulldozers as they worked. The Road was said to have cost "a man a mile." Along the way the engineers built supply and communications areas and hospitals – literally 'carved' out of the jungle – where the many gallant men and women of the U.S. Army Medical and Nurse Corps worked hard to provide modern care in an area of the world seemingly lost in time. The enemy was not only the Japanese army, but malaria, dysentary, and other diseases.

In the next 15 months, 271 additional miles of the Burma Road were constructed, taking it across the Patkais, into the dense jungles of the Hukawng and Mogaung valleys, and to the junction with the old Burma Road near Wanting, at China's border. The first convoy reached Kunming in February 1945, and by the end of August, 22,000 motor vehicles, 6,100 trailers and 32,000 tons of cargo had been delivered to China over the road. In contrast to July 1942, when a meager 111 tons reached China – the cumulative total of the air-land-sea route was 745,000 tons by September 1945!

...and the Pipeline

Plans laid in Washington in 1943, called for the construction of pipelines to deliver fuel to airbases operating in China. These were used by Gen. Claire Lee Chennault's 14th Air Force for bombing Japanese strongpoints, and tactical air support in the Burma Campaign, Hump deliveries and construction of the Burma Road. The pipeline network consisted of two lines from the Bay of Bengal to Northern Assam, and three lines along the Road, to Myitkyina, Bhamo and Kunming. This would relieve much of the burden for fuel delivery that the Assam Railroad and ATC had previously borne, and sustain the operations for future long-range bombing missions to targets in Japan, China and Southeast Asia. The Kunming line alone delivered more than 9 million gallons of fuel from April through August 1945.

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The retaking of Burma

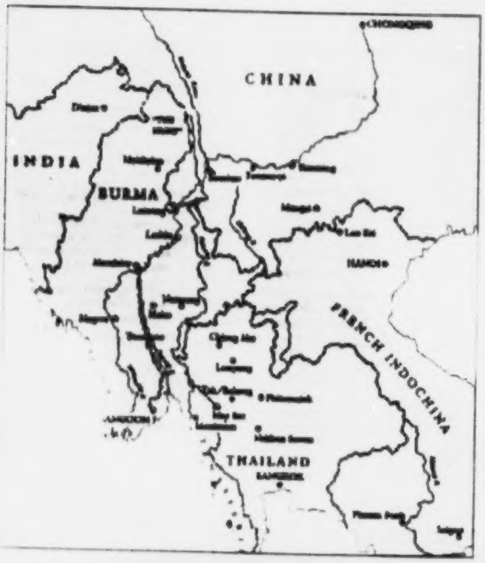
As Stilwell was preparing the trained Chinese forces and a group of tenacious American volunteers 'Merrill's Marauders,' commanded by Gen. Frank D. Merrill, to close in on the Japanese strongpoint of Myitkyina, the retaking of Burma began with the war's first aerial invasion. Headed by British Maj. Gen. Orde C. Wingate and American Col. Philip G. Cochran and his 'First Air Commandos,' March 5, 1944, the invasion forces flew into a clearing 165 miles behind enemy lines, known as *Broadway*. Wingate's 'Chindits' (approximately 9,000 officers and men from England, Wales, Scotland, Ireland, India, Africa and Burma) were moved to *Broadway* by 250 transport planes and gliders over a six-day period. Employing local Kachin natives and Naga headhunters in a guerilla warfare campaign to disrupt Japanese lines of communication, were two secret organizations, the Office of Strategic Services and the Sino-American Cooperative Organization – forerunners of the CIA and the U.S. Navy SEALS. The drive to chase the remaining Japanese fighters from the sky, bomb their supply dumps and engage in 'bridge busting' in Burma – as well as the use of tiny L-5 'grasshoppers' and helicopters to evacuate the wounded – was carried out by Gen. Howard C. Davidson's 10th Air Force.

c/o Ken Curtis

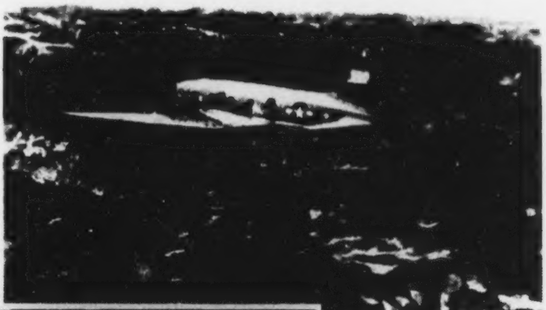
c/o Larry Huff

***Left:** Well-known road sign at the China border.*

***Below:** 1st Sgt. and Platoon Sgt. of the 3467th Quartermaster Truck Co., on the Stilwell Road in 1945.*



***Left:** The area where much of the fighting took place to secure the supply line to China was Central and Northern Burma.*



c/o 'Bee' Copenhaver

c/o E.A. 'Toby' Harrington

***Above:** Air Transport Command C-46 flies the first leg of the dreaded 'Hump.'*

***Left:** Members of the 25th 'Assam Dragons' Squadron in China.*

Toward the south, the British 14th Army, under Gen. William Slim, was engaging the enemy in a drive to force them out of Burma and retake the port of Rangoon. The Japanese 28th Army, which beat Slim's men in the first and second Arakan campaigns, was now on the retreat across Burma to the Sittang River, where they had achieved their first victory two years before. The 17th Indian Division was part of the Allied force in 'Operation Dracula' waiting for them, and of the 17,000 Japanese troops that began the retreat, fewer than 6,000 survived. As the Allies made their way across North Burma, in two campaigns – *India-Burma*, April 2, 1942, to Jan. 28, 1945, and *Central Burma*, Jan. 27, 1945, to July 15, 1945, – they cleared the Japanese from about one-third of Burma, killing 36,000 at a cost of 525 American, 1,300 British and 6,200 Chinese dead.

The final days/A job well done

Except for a final successful thrust by the Japanese during 1944 and 1945 to retake many of China's important forward airfields during their operation 'Ichi-Go,' the tide had turned in favor of the Allies. With the move of Gen. Curtis LeMay's 20th Air Force B-29s to Pacific island bases, the bombing campaign to burn the industrial heart out of Japan began. Even though high-level plans were made for an amphibious invasion of Japan if it became necessary, the use of the world's first atomic bombs convinced Japan to surrender.

Looking at the disorganized and politically-charged atmosphere of the China-Burma-India Theatre, we must remember that the primary goal of the United States – its single most important objective, to supply and keep China in the War – *was* accomplished!

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and veterans' letters, and papers from the collection of George E. Dively, Jr.

For information on CBI veterans' organizations, pertinent publications, exhibits, events and displays; or to find out more about the author's 'CBI—Remembering the Forgotten Theatre' project, please write to:

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Fact Sheet
Battle of Midway

The Tide Turns

The decisive battle of Midway was a turning point in the war in the Pacific. Adm. Chester W. Nimitz knew a month before that the Japanese were planning to invade Midway and to launch a diversionary assualt on the Aleutians. Intercepts of secret Japanese radio messages gave the commander of the U.S. Pacific Fleet as much knowledge of Japanese intentions as was known by the Japanese planners.

The numbers show a definite American victory during a battle where the Americans were greatly outnumbered by both air and sea power as Yamamoto had amassed an impressive fleet of more than 150 ships to carry out his invasion of not only Midway, but the Aleutian Islands as well.

Once again, as at Coral Sea, the primary battle had taken place in the air. Surface forces never saw each other and all damage was inflicted by either aircraft or submarines.

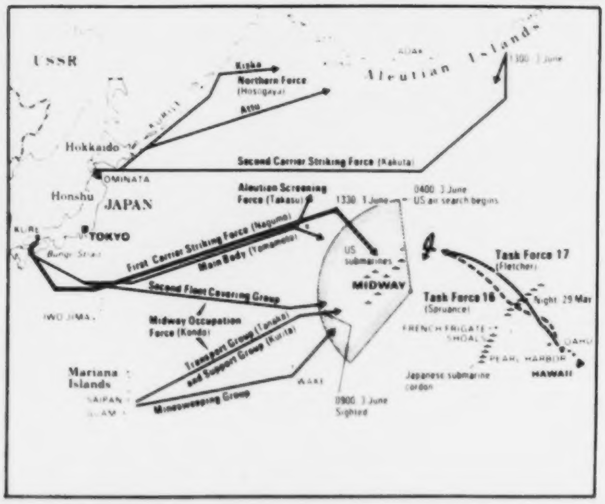
Summary of Forces Involved

American

Aircraft carriers	3	Submarines	19
Heavy cruisers	7	Ship-based aircraft	233
Light cruisers	1	Shore-based aircraft	121
Destroyers	17	Oilers	3
PT Boats	8	Patrol craft	4

Japanese

Aircraft carriers	6	Subchasers	3
Battleships	11	Transports	12
Heavy cruisers	10	Submarines	16
Light cruisers	6	Ship-based aircraft	325
Destroyers	53	Shore-based aircraft	0
Seaplane Carriers	4	Oilers	14
Minesweepers	4	Cargo ships	2
		Patrol boats	3


USSR
Kiska
Northern Force
(Hosogaya)
Attu
Aleutian Islands
ADAK
1300 3 June
Kurils
Hokkaido
Second Carrier Striking Force (Kakuta)
OMINATA
Honshu
JAPAN
Aleutian Screening Force (Takasu)
1330 3 June
0400 3 June
US air search begins
KURE
TOKYO
Bungo Strait
First Carrier Striking Force (Nagumo)
Main Body (Yamamoto)
US submarines
MIDWAY
Task Force 17
(Fletcher)
Second Fleet Covering Group
Task Force 16
(Spruance)
Night 29 May
IWO JIMA
Midway Occupation Force (Kondo)
Transport Group (Tanaka)
and Support Group (Kurita)
FRENCH FRIGATE SHOALS
OAHU
PEARL HARBOR
Mariana Islands
Japanese submarine cordon
HAWAII
WAKE
SAIPAN
GUAM
Minesweeping Group
0900 3 June
Sighted

This map shows American and Japanese force movements based on the time at Midway. Both American and Japanese forces used different time zones in their logs based on their points of origin.

Aircraft Lost/Destroyed

American		Japanese	
U.S. Carrier Based	109	Midway Air Strike	6
U.S. Shore based		Combat Patrols	12
Marine 28		Attacking U.S. Carriers	24
Navy 6			
Army 4	38	With Carriers When They Sank	280
Total:	147	Total:	322

Summary of Ships Lost/Damaged

Allied Forces

Yorktown	Bombed, damaged, partially repaired, bombed again, abandoned.	June 4, 1942
	Torpedoed	June 6, 1942
	Sunk	June 7, 1942
Hammann	Torpedoed, Sunk	June 7, 1942

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Japanese

Akagi	Bombed, abandoned	June 4, 1942
	Scuttled	June 5, 1942
Kaga	Bombed, sunk	June 4, 1942
Hiryu	Bombed	June 4, 1942
	Scuttled	June 5, 1942
Soryu	Bombed, sunk	June 4, 1942
Mikuma	Bombed, sunk	June 6, 1942
Mogami	Damaged, escapes	June 6, 1942
Arashio	Damaged,	June 6, 1942
Asashio	Damaged	June 6, 1942
Oiler	Damaged	June 4, 1942
Tanikaze	Damaged	June 4, 1942
Haruna	Damaged	June 4, 1942

Personnel Losses

Yorktown	3*
Hammann	81
Air/Ground Crews	223*
Total:	307

These numbers are approximate based on available information.

Akagi	221
Kaga	800*
Hiryu	416
Soryu	718
Total:	2,155

This number is approximate as the number on board the Kaga at the time it sank is unknown.

Summary of Damage to Midway Installations

Eastern Island

One hangar set afire
Three buildings set afire
Airstrip damaged in two places
Marine command post and mess hall destroyed, powerhouse damaged
Airstrip damaged but still usable

Sand Island

One seaplane hangar set afire, one destroyed
Seaplane platform destroyed
Two fuel storage tanks set afire
Two anti-aircraft emplacements destroyed
Fuel storage tanks destroyed
Aviation fueling system damaged
Hospital and storehouses set afire

USS Hammann survivors aboard the USS Bentham after the Hammann was struck by a Japanese torpedo.

Sources

S.E. Morison, *History of United States Naval Operations in World War II, Volume IV,* Atlantic-Little Brown 1949

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The Japanese Story of the Battle of Midway, Office of Naval Intelligence 1942

Thaddeus V. Tuleja, *Climax at Midway,* W.W. Norton & Company 1960

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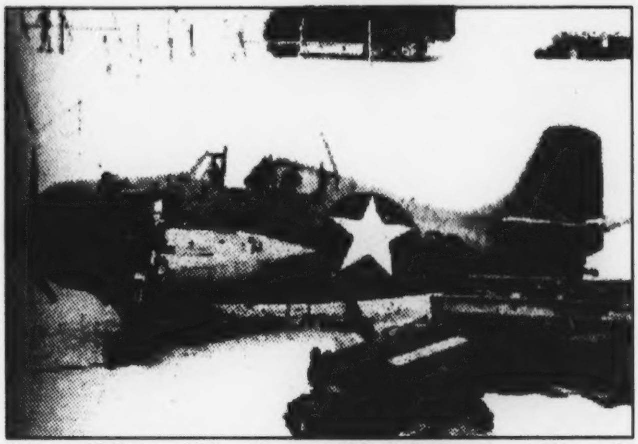


A damaged F4F sits on Midway after an attack by the Japanese June 4. This was the only attack the Japanese were able to make on the atoll during the battle as American fighters from both the island and carriers kept Japanese fighters busy over the ocean.

Principal Aircraft Involved

American

Douglas SBD Dauntless
Boeing B-17 Flying Fortress
Martin B-26
PBY Catalina
SB2U-3 Vindicator
Wildcat fighters
F4F fighters
Douglas TBD Devastator

Japanese

Aichi 99 "Val" Dive Bomber
Nakajima 97 B5N "Kate"
Zero Mark I

Results of the Battle

•American strategic victory prevented Japanese expansionism to the east toward Hawaii.

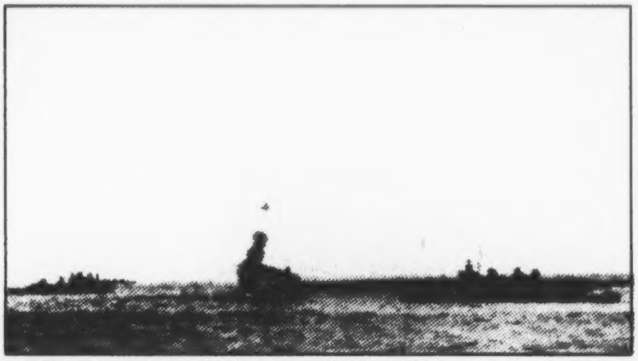
•Deprived Japan of four large carriers.

•Gave American aviators valuable, but costly, experience and proved the necessity for coordinated efforts between services.

•Stimulated morale of American forces.

•Ended Japanese offensive actions for the first six months of the war.

•Greatly hampered Japanese morale.



The USS Yorktown sinks after being torpedoed by the Japanese during the Battle of Midway.

Fact Sheet

Aleutian Islands Campaign

War in the Frozen North

The Aleutian Islands, a formidable 1,100-mile archipelago of volcanic rock thrusting out into the northern Pacific, was the scene of a largely unheralded campaign in the treacherous north Pacific. More than 3,000 Japanese and 800 Americans lost their lives and thousands more were wounded in the struggle for control of the Aleutians.

The Japanese Strategy

From the Japanese perspective, the Aleutian Islands represented both a threat and an opportunity. The Japanese Imperial High Command suspected that the bombing of Tokyo by Lt. Col. Jimmy Doolittle's Raiders April 18, 1942, had been launched from the outer Aleutians. By occupying the western Aleutians, the Japanese hoped to take away the threat and use the islands to anchor a defensive perimeter stretched across the northern and central Pacific.

Adm. Isoroku Yamamoto, commander-in-chief of the Japanese combined fleet, decided to attack the Aleutians as a diversionary tactic before the invasion of Midway Island. He reasoned that action in the Aleutians would force the weakened American fleet from Pearl Harbor and allow him to annihilate it before new construction could replace the losses of Dec. 7. If his plan succeeded, Japan would have undisputed control of the central and western Pacific.

The Japanese Attack

On June 3, 1942, Vice Adm. Boshiro Hosogaya, commander of the Japanese northern fleet, began his diversionary attack. He sent his planes against the American military installations at Dutch Harbor, the American outpost on the island of Unalaska. Because U.S. Navy intelligence had broken the Japanese military code, the Americans were not caught napping. The attackers were surprised to be met by American fighter planes.

In two days of aerial attacks, Japanese planes killed over 40, wounded more than 60 and caused heavy damage to the facilities at Dutch Harbor. The Americans lost 11 planes while the Japanese lost 10. During the melee American pilots had found the Japanese naval task force but were unable to press an attack because of deteriorating weather.

The diversion failed to draw the bulk of the American fleet north as Yamamoto hoped. The attack at Midway was a disaster with much of his carrier fleet sunk or badly damaged. His defeat at Midway marked the turning point of the war in the Pacific.

To partly compensate for the defeat, Yamamoto directed Hosogaya to take Attu and Kiska as originally planned. The Japanese had intended to occupy the islands over the summer months and vacate during the harsh winter. Yamamoto decided to establish permanent airfields and naval support facilities--as a thorn in the side of the Americans.

The American Counterattack

The occupation of Attu and Kiska was militarily insignificant to the big picture. Neither side intended to use the island chain as an invasion route. The miserable weather and isolation of the Aleutians did not make them an attractive approach to either enemy's mainland.

Barracks burn on Fort Mears after Japanese fighters attacked U.S. military installations in Dutch Harbor. (U.S. Army photo)

However, the American Joint Chiefs of Staff were anxious to oust the Japanese invaders from the islands. They reasoned that the sooner they could do it, the less entrenched the enemy would be. Their plan called for a series of airfields to be built down the island chain so that bombers could harass the enemy while preparing to retake the islands. This strategy foreshadowed the "island hopping" campaign that was to be used later in the Pacific.

The island of Adak, 400 miles west of Dutch Harbor, was occupied by the U.S. Army on Aug. 30, 1942, and an airfield built in 12 days. B-24 Liberators began to pound the Japanese on Kiska 200 miles away. Convinced the Americans planned to take back the islands, the Japanese reinforced their garrisons. On Jan. 11, 1943, American forces occupied Amchitka Island, only 50 miles from Kiska.

American naval forces began to blockade Kiska and Attu to prevent resupply. On March 26, 1943, the largest sea fight of the Aleutian Campaign took place, remembered best as the last and longest daylight surface naval battle of WW II fleet warfare.

The Battle of the Komandorski Islands saw a smaller American force compel Admiral Hosogaya's task force to retire without resupplying the garrisons. His failure resulted in his being relieved of command. Henceforth, the garrisons at Attu and Kiska would have to rely upon meager supplies brought in by submarine.

Retaking Attu and Kiska

Of the two islands, Kiska was considered the more important militarily and therefore scheduled to be recaptured first. However, transportation to move the planned 25,000 man force was not available. Attu was substituted as the objective because there were only around 500 enemy believed to be on the island. However, military intelligence revised its estimate threefold causing planners to call for more forces. The 7th Infantry Division, stationed at Fort Ord, Calif., was selected to retake the island.

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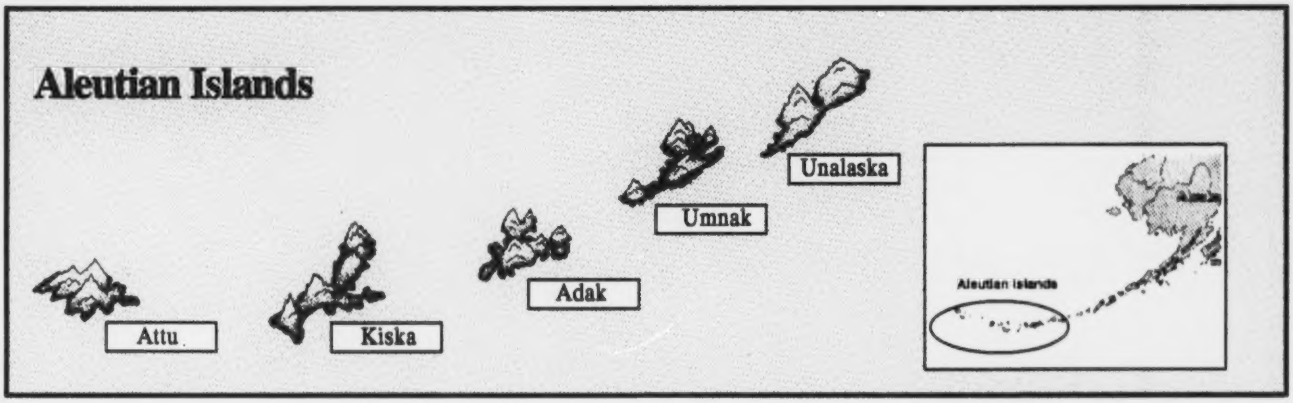

On May 11, 1943, after many days of delay due to bad weather, elements of the 7th Infantry Division landed on Attu at widely separated points. Because of shortages in cold weather clothing most of the men landed on the cold, damp shores of Attu in normal field gear. American leaders were aware of the problem, but believed the island could be taken in short order.

The invasion force met little resistance initially. They found the enemy entrenched on the summits above Holtz and Massacre Bays. Weather and the enemy frustrated the American's advance. Naval artillery and Army bombers pounded the Japanese defenders when weather permitted, yet failed to dislodge them from their well prepared defenses. Days of hard, bitter fighting slowly drove the Japanese back until they were pinned with their backs to Chichagof Harbor.

On the night of May 29, 1943, an estimated 700 to 1,000 Japanese troops launched a last ditch charge against the enclosing American lines. The next day only 28 of the nearly 3,000 Japanese defenders surrendered. Of an American force of 15,000 troops, more than 500 had been killed, and over 1,100 wounded. The cold, wet weather caused non-battle injuries that took about 2,100 men out of action with trench foot being the most common affliction.

American soldiers carry wounded to a rear-area aid station during the invasion of the Island of Attu. (U.S. Army photo)

Taking heed of the Attu experience, American planners sought to ensure that the assault against Kiska would be made with better-equipped and more seasoned soldiers. Code-named "Cottage," the operation was set to begin Aug. 15, 1943.

Unlike Attu, Kiska was subjected to a heavy pre-invasion bombardment. The 11th Air Force dropped about 424 tons of bombs on Kiska during July. A strong naval task force lobbed an additional 330 tons of shells onto the island during the same time frame.

Intelligence analysts began to suspect that the island had been evacuated because of the lack of activity reported by returning pilots. Invading American and Canadian troops found the reports to be correct--the entire enemy garrison of over 5,000 men had slipped away unseen. The landings at Kiska were not without cost, however. Soldiers were killed by booby traps, others died or were wounded by friendly fire. A mine sank the U.S.S. Abner Read, killing 70 sailors and injuring another 47. In total, more than 180 Americans were either killed or wounded in taking the abandoned island.

Results

- The Aleutian Campaign resulted in removing Japan's foothold on American territory and securing the northern flank.
- The battle for Attu and the invasion of Kiska proved to be a good learning experience for the American forces.
- Many amphibious warfare techniques developed for the Attu and Kiska landings were improved and applied to advantage in later operations in the Pacific.
- Lessons learned in combating bad weather in mountainous terrain would prove useful in the Italian campaign.
- The battle for Attu was to provide the pattern for future battles against the Japanese in the Pacific island campaign--horrendous struggles against an entrenched enemy that, many times, fought to the death.

Chronology of the Aleutian Campaign

Dec.	7, 1941	Hostilities begin in the Pacific
March	31, 1941	Runway complete at Fort Glenn
June	3, 1942	Japanese attack Dutch Harbor
June	6, 1942	Japanese forces occupy Kiska
June	7, 1942	Japanese forces occupy Attu
Aug.	30, 1942	American forces occupy Adak
Sept.	14, 1942	Aircraft from Adak begin to bomb Kiska
Sept.	20, 1942	American forces occupy Atka
Jan.	12, 1943	American forces occupy Amchitka
Feb.	21, 1943	Aircraft from Amchitka begin to bomb Kiska
May	11, 1943	Americans forces land on Attu
May	29, 1943	Last Japanese attack crushed on Attu
May	30, 1943	Occupation of Attu completed
July	10, 1943	First American raid on Paramushiru
July	28, 1943	Japanese evacuate Kiska
Aug.	15, 1943	Allied forces occupy Kiska

Sources

Aleutian Islands, (1992) The U.S. Army Campaigns of World War II, by George L. MacGarrigle, U.S. Army Center for Military History.

Guarding the United States and Its Outposts (1964), Stetson Conn, Rose C. Engelman., and Byron Fairchild.

Fact Sheet

Guadalcanal

First American Ground Offensive

The first American ground offensive in the Pacific during World War II took place at an obscure island in the southern Solomons--Guadalcanal. There, the high tide of Japanese conquest was reached and the ebb began.

After Midway, The U.S. Joint Chiefs of Staff decided that the strategic situation had improved enough to risk the mounting of a limited offensive. In July, aerial reconnaissance showed that the Japanese had begun to build an airfield on Guadalcanal, marking Japan's furthest advance toward the eastern half of the South Pacific. Thus, this island became the principal target of the offensive.

At least a division of trained amphibious assault troops was needed for WATCHTOWER, the code-name of the Guadalcanal-Tulagi operation, and only one such unit was available in the Pacific –the 1st Marine Division.

The plan for WATCHTOWER called for two separate landings. Enemy air and naval reaction to the assault was expected to be violent and strong.

On Aug. 7, the Marines landed on Guadalcanal with no enemy response. Naval gunfire had driven the labor troops working on the airfield into the hills. The primary obstacles to the Marine advance were the jungle and the enervating effect of the hot, humid climate on men not used to the tropics.

Maj. Gen. Alexander A. Vandegrift, commanding general of the 1st Marine Division, posted his troops to hold perimeter defenses, while engineers worked around the clock to finish the airstrip the Japanese had begun. On Aug. 20, the first Allied air units landed at Henderson Field, named after a Marine aviator killed at the Battle of Midway.

The ground action on Guadalcanal revolved around a series of highpoints of intense fighting with intervals marked by vigorous patrol combat. The fiercest battles were waged at Edson's Ridge. Marines and soldiers fought side by side to defend Henderson Field against intense, repeated enemy attacks.

Navy Faces Own Challenges During Guadalcanal

While the ground forces held their own, the American Navy was suffering the worst series of reverses in its history. Around midnight Aug. 8/9, the Battle of Savo Island was waged. Seven Japanese cruisers sank four Allied cruisers and damaged three other ships. Sealark Channel won a new title, Iron Bottom Sound, in dubious tribute to the number of ships that sank there during frequent and costly night battles which ensued throughout the campaign for Guadalcanal.

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Marines look at a captured Japanese artillery gun on Guadalcanal (Courtesy photo)

Coast Guard Assists at Guadalcanal

The U.S Coast Guard was deeply involved with the campaign for Guadalcanal. Of the 23 transports and destroyer transports in Task Force Tare, the Amphibious Task Force which landed the Marines, all but four had Coastguardsmen on board. Coastguardsmen operated the craft which landed the Marines on the beaches of Guadalcanal. They also evacuated Marines amid intense enemy attack. It was for heroic actions during one such evacuation on Sept. 27, 1942, Signalman First Class Douglas A. Munro was awarded the Medal of Honor (posthumously).

Marine Aviators Contribute to Victory

The air elements in the campaign contributed greatly to the ultimate victory at Guadalcanal. In September, the CACTUS Air Force, under Brig. Gen. Roy S. Geiger, commanding general of the 1st Marine Aircraft Wing, took shape as a joint service force. These Marine and Army aircraft closely supported the ground elements and were the decisive factor in the sea battles. The CACTUS Air Force and carrier squadrons exacted a heavy toll on enemy transports during repeated reinforcements attempts.

Guadalcanal Campaign Decided

November was the critical month in which the issue of the campaign was decided. A month of continuous fighting with artillery, air and naval gunfire support all playing a part in the destruction, virtually finished one Japanese division and elements of another.

On Dec. 9, General Vandegrift turned over command of the forces on Guadalcanal to Maj. Gen. Alexander M. Patch, commander of the Americal Division, as the 1st Marine Division was officially relieved.

The enemy had had enough. He wished only to rescue the troops still alive on the island to fight another day. On Feb. 8, General Patch reported, "Total and complete defeat of Japanese forces on Guadalcanal...."

Personnel Losses
American

Marine units had more than 1,200 killed and 3,000 wounded in action.

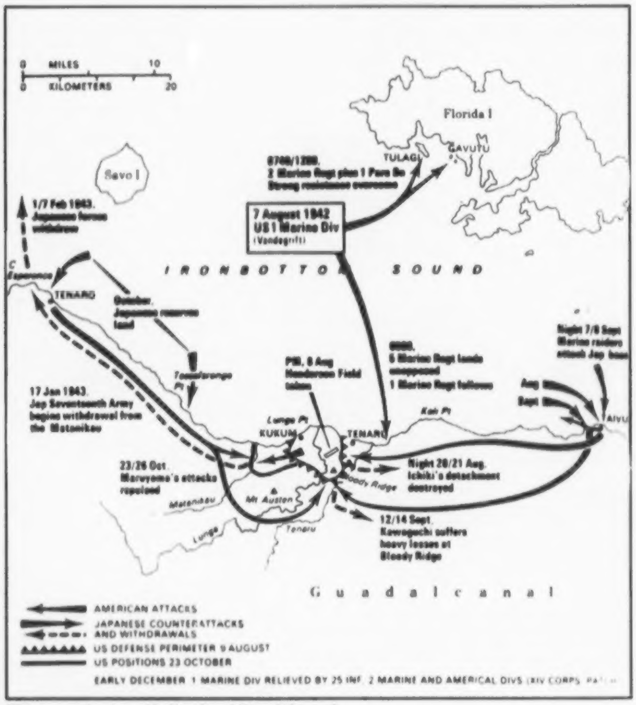
By November 1942, it was estimated that one-third of the 1st Marine Division was medically unfit for combat due to malaria and malnutrition. By the end of the campaign, the 1st Marine Division had 8,580 recorded cases of malaria.

Army units had approximately 450 killed and 1,900 wounded.

The Navy had more than 3,600 killed in the many naval engagements.

United States and Allied Naval Casualties

Month	Ships Sunk	Ships Damaged	Killed	Wounded
August	9	26	1,519	938
September	3	0	271	272
October	6	20	695	554
November	10	19	2,108	886
December	0	1	3	6
January	1	8	92	71
February	1	2	170	47


0 MILES 10
0 KILOMETERS 20
Florida I
TULAGI
GAVUTU
Savo I
0800/1200. 2 Marine Regt plus 1 Para Bn Strong resistance overcome
7 August 1942 US 1 Marine Div (Vandegrift)
1/7 Feb 1943. Japanese forces withdraw
C Esperance
TENARO
October. Japanese reserves land
IRONBOTTO SOUND
Tassafaronga Pt
17 Jan 1943. Jap Seventeenth Army begins withdrawal from the Matanikau
PM, 8 Aug Henderson Field taken
0900, 5 Marine Regt lands unopposed 1 Marine Regt follows
Night 7/8 Sept Marine raiders attack Jap base
Aug
Sept
AIVU
Koli Pt
Lunga Pt
KUKUM
TENARU
23/26 Oct. Maruyama's attacks repulsed
Night 20/21 Aug. Ichiki's detachment destroyed
Bloody Ridge
Mt Austen
Matanikau
Lunga
Tenaru
12/14 Sept. Kawaguchi suffers heavy losses at Bloody Ridge
Guadalcanal
AMERICAN ATTACKS
JAPANESE COUNTERATTACKS AND WITHDRAWALS
US DEFENSE PERIMETER 9 AUGUST
US POSITIONS 23 OCTOBER
EARLY DECEMBER 1 MARINE DIV RELIEVED BY 25 INF. 2 MARINE AND AMERICAL DIVS (XIV CORPS, PATCH

This map depicts the Battle of Guadalcanal.

Sources

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Guadalcanal–The Definitive Account of the Landmark Battle, Richard B. Frank.

The United States Marines, 1775-1975, Brig. Gen. Edwin H. Simmons, USMC Retired.

The Coast Guard at War: The Pacific Landings VI, U.S. Coast Guard Historical Division.

An American convoy travels through the jungle of Guadalcanal.

Results of the Campaign

- Guadalcanal was both a strategic and emotional victory for the United States and the Allies.
- The Japanese were prevented from obtaining a significant point from which they could imperil the vital supply lines from the U.S. to Australia, ultimately isolating Australia.
- This first offensive of World War II was a success and marked the beginning of continued offenses in the Pacific.
- Guadalcanal resulted in several doctrinal changes which are still adhered to today:
  - command of ground troops, once they depart the ship, was shifted from the Commander, Amphibious Task Force (Navy) to the Commander, Landing Force (Marine Corps).
  - amphibious task forces would no longer depart home port outfitted only for a training mission but would always carry enough supplies and ammunition for combat.
  - both the Commander, Landing Force and Commander, Amphibious Task Force must agree that the objectives of the amphibious task force have been met before the Navy is released from the area of operations.

Medal of Honor Recipients

Kenneth D. Bailey, Maj., USMC, Sept. 12-13, 1942
John Basilone, Sgt., USMC, Oct. 24-25, 1942
Harold William Bauer, Maj., USMC (Air), May 10 - Nov. 14, 1942
Daniel Judson Callaghan, Rear Adm, USN, Nov. 12-13, 1942
Anthony Casamento, Cpl., USMC, Nov. 1, 1942
Charles W. Davis, Maj., USA, Jan. 12, 1943
Jefferson Joseph DeBlanc, 1st Lt., USMC (Air), Jan. 31, 1943
Merritt Austin Edson, Col., USMC, Sept. 13-14, 1942
Joseph Jacob Foss, Capt., USMC (Air), Oct. 9, 1942 - Jan. 25, 1943
William G. Fourney, Sgt., USA, Jan. 10, 1943
Robert Edward Galer, Maj., USMC (Air) August-September 1942
Howard Walter Gilmore, Cmdr., USN, Jan. 10 - Feb. 7. 1943
Lewis Hall, Technician Fifth Grade, USA, Jan. 10 1943
Rienhardt John Keepler, Boatswain's Mate 1/c, USN, Nov. 12-13, 1942
Bruce McCandless, Cmdr., USN, Nov. 12-13, 1942
Mitchell Paige, Plt. Sgt., USMC, Oct. 26, 1942
Douglas Albert Munro, Signalman 1/c, USCG, Sept. 27 1942
Herbert Emery Schonland, Cmdr., USN, Nov. 12-13, 1942
Norman Scott, Rear Adm., USN, Nov. 12-13, 1942
John Lucian Smith, Maj., USMC (Air), Aug 21 - Sept. 15, 1942
James Elms Swett, 1st Lt., USMC (Air) April 7, 1943
Alexander Archer Vandegrift, Maj. Gen., USMC, Aug. 7 - Dec. 9 1942

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Fact Sheet

North Africa

Strategic Planning

The western Allies seized the initiative in the European-Mediterranean area Nov. 8, 1942, when they landed in northwest Africa in Operation TORCH. This first combined operation of American, British, and later Commonwealth and Free French forces culminated in May 1943 in the German-Italian defeat in Tunisia, providing western Allied control of all north Africa and the southern Mediterranean coast. Ground, air, and naval forces joined in the total campaign.

Roosevelt, Churchill, and the American and British military staffs met in Washington soon after the Japanese attack on Pearl Harbor. They agreed that the main enemy was Germany, even though the United States was then actively engaged in fighting Japan. By the summer of 1942, though, Roosevelt and Churchill decided that their first combined operations in America's initial year of war would be in French Morocco and Algeria. These French territories were a problem for the Allies because of split loyalties. France had been defeated by Germany in June 1940. It signed an armistice which allowed German occupation of northern and western France. Much of the French military was located in French North Africa, and, while most were unenthusiastically loyal to the Vichy French government, some supported de Gaulle and the Free French movement that had organized in England.

In mid-1942, the U.S. was still under-prepared in trained forces and material. Britain was overextended globally yet fighting determinedly in the Mediterranean and the Egyptian-Libyan area against the Axis, while the Soviet Union was defending deep in its own interior against the massive Axis onslaught. Wanting to use America's still-limited military forces somewhere against the Axis, the western Allies disagreed on strategic application. They finally compromised on an invasion of French northwest Africa, desiring local French military acceptance or minimal French resistance.

Gen. Eisenhower, currently commanding the U.S. troops assembling in Britain, became Supreme Commander Allied Expeditionary Force, and he created a combined Anglo-American staff to plan the invasion. With the Americans wanting only Atlantic coast invasions and the British advocating landings far into the Mediterranean, the final plan used three task forces in the largest series of amphibious operations yet in history.

The North Africa Invasion

The western task force, American troops commanded by Gen. Patton and lifted and covered by more than 100 U.S. naval vessels under Adm. Hewitt, landed near Casablanca on the Atlantic coast of French Morocco. This was the first ever trans-oceanic amphibious operation, having embarked from Hampton Roads, Va. The center task force, predominately American troops under Gen. Fredendall and escorted and covered from Britain by the Royal Navy, landed near Oran in Algeria. The eastern task force, a composite Anglo-American one, was escorted and covered by the Royal Navy and invaded near the most important objective, Algiers. As planned for the eastern task force, U.S. Gen. Ryder commanded for the invasion and British Gen. Anderson commanded its push toward Tunisia.

American tanks roll across the North African desert during World War II. (Courtesy Photo)

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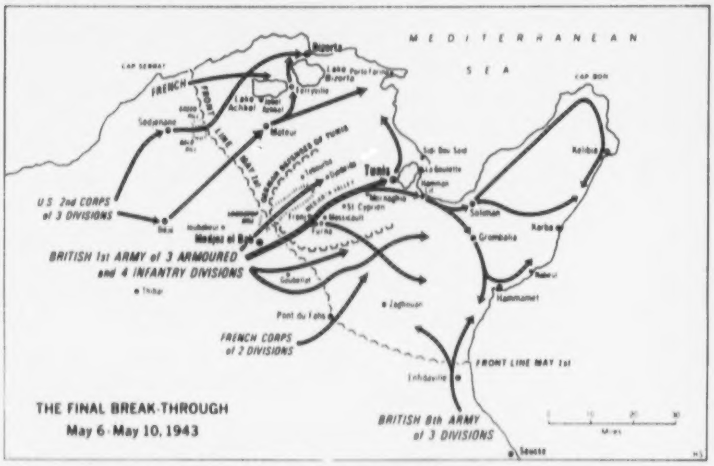
Complex American attempts to gain local French acceptance or non-resistance to the invasions finally succeeded Nov. 10, when Adm. Darlan, France's commander-in-chief, declared a French cease-fire in violation of orders by his superior, Marshal Petain. Until then, the Allied forces faced some French military resistance, requiring combat action by Allied air, naval, and ground forces. In response, Germany quickly extended its occupation forces to all of France and rushed German and Italian troops into French Tunisia, where French colonial troops obeyed Petain's order to resist the Allied attack. Effective German-led defensive fighting in the rugged Tunisian terrain in late November and December stopped the over-strained Allied forces from reaching Tunis.

Into Tunisia

Other British and Commonwealth forces were moving westward from Egypt toward Tunisia, as Gen. Montgomery's Eighth Army pursued Field Marshal Rommel's German-Italian forces after defeating them in the Battle of El Alamein (Oct. 23 - Nov. 4, 1942). On Jan. 23, 1943, the Eighth Army entered Tripoli, capital of Italian Colonial Africa, having pushed 1,400 miles in three months. Both pursuer and pursued eventually became parts of the Allied and Axis forces in Tunisia. On Jan. 14-23, 1943, Roosevelt and Churchill met at the Casablanca conference. They agreed to require the enemies' unconditional surrender, to assign immediate priority to the campaign against U-boats in the Atlantic, to make a combined bomber offensive against Germany, and to follow up the expected victory in Tunisia by invading Sicily rather than western Europe. Soon new Allied command responsibilities were created. Under Eisenhower were three deputy commanders, all British. Adm. Cunningham's Mediterranean Command included American forces, significantly increasing in preparation for the Sicily campaign. All theater Allied air forces were placed under Air Chief Marshal Tedder. Gen. Alexander assumed command of all land forces in Tunisia in mid-February, coincidentally during the Battle of Kasserine Pass.

For the Axis powers, German Gen. von Arnim commanded the Fifth Panzer Army, the German-Italian forces sent to Tunisia in mid-winter. By early February 1943, he had established a strong defensive north-south line among rugged mountains. Allied forces from French northwest Africa were arrayed with the British in the north, battered Free French forces in the center, and Fredendalls over-extended U.S. II Corps in the south. As Rommel's Afrika Korps withdrew into Tunisia, he recommended a limited dual offensive against II Corps. Arnim and Rommel's forces attacked Feb. 14-15, gaining temporary successes against disorganized and inexperienced American forces. Although inadequately supported by Arnim who was not under Rommel's command, Rommel pushed into the Kasserine Pass of the Western Dorsel mountain chain, about 50 miles west of the original Axis position. Determined British units, portions of the U.S. 1st Armored Division, and batteries of the 9th Division artillery finally stopped the over-extended Germans, and Rommel withdrew Feb. 22. The next day Rommel was belatedly appointed commander of a new Army Group Africa, consisting of all Axis ground forces in Tunisia. In early March he made an unsuccessful assault against the Eighth Army. Tired and ill, Rommel left Africa March 9, replaced by Arnim.



This map depicts the final breakthrough in the North African Campaign.

Victory in Tunisia

On Feb. 19, Alexander assumed command of all Allied ground forces in a new 18 Army Group, consisting of three subordinate units. These were the U.S. II Corps (with Patton taking command March 6), Anderson's British First Army (which included the Free French XIX Corps), and Montgomery's British Eighth Army (with a Free French division under LeClerc). Patton imposed discipline and intensified training for the American troops. Alexander believed the Americans remained unready for combat and only allowed minor U.S. action against the Axis line.

In early March the Eighth Army outflanked the Axis position on the Mareth Line, forcing it to withdraw to Enfidaville about 40 miles south of Tunis. With the U.S. II Corps sector now squeezed out because of the Axis's more restricted perimeter, Alexander wanted to use the Americans only in reserve. Siding with Patton and Bradley, Eisenhower insisted that II Corps be assigned to the front and given some offensive mission; the Americans would eventually bear the brunt of fighting in western Europe, and both troops and command needed to gain experience and confidence in North Africa.

With good weather and dry soil, and planning to move on to the Sicily invasion in the summer, the Allies prepared for their major assault in late April. The Axis forces were poorly supplied. From March through mid-May, Allied air flew more than 13,000 anti-shipping sorties, destroying more than 40 percent of the Axis tonnage destined for Tunisia.

Diversionary offensives were assigned to the U.S. II Corps which had been redeployed to the north, the French XIX Corps, and the British Eighth Army in the south. The British First Army would make the main offensive in early May, driving from its center sector east through rugged terrain toward Tunis. Arnim was not deceived by the early attacks in late April and kept his main forces to fight the First Army. The Americans advanced successfully and as the British First Army began its major assault in early May, all Allied forces made spectacular gains. American forces took the port of Bizerte and British troops took Tunis May 7. With Cunningham's Mediterranean command dominating the waters, the Axis attempted no evacuations. Unprotected by air support since most of the Luftwaffe was removed to Sicily, the Axis forces began surrendering. The campaign ended May 13, with the surrender of the last Axis unit, the Italian First Army.

Results

- The Allies gained control of the entire North African coast and established air and sea superiority along the southern Mediterranean.
- The Allies were able to launch invasions of Sicily and Italy in 1943; the Allies decided not to attempt an invasion of western Europe in 1943.
- French North Africa became the base of the French Committee of National Liberation, which brought together de Gaulle's Free French movement and North African French components.
- The Axis suffered a serious defeat. The total number of Axis prisoners, approximately 275,000, was larger than those captured by the Soviets in February 1943, at Stalingrad, though the total number of German casualties in the Stalingrad campaign exceeded that of German casualties in French North Africa, approximately 155,000.
- The Allies successfully created a Combined Anglo-American staff and command structure.
- U.S. forces gained valuable experience and made significant improvements in amphibious landings, artillery support, tactical air command and support, armored fighting on different types of terrain, and command structure.
- The victory provided a great morale boost to the Western Allies, even though it was in a secondary theater.

Allied Casualties in Northwest Africa

Country	Total	Killed in Action	Wounded	Captured/ Missing
United States	16,567	3,314	10,151	3,102
United Kingdom	39,111	6,773	21,706	10,632
French	19,439	2,156	10,276	7,007
Total:	75,117	12,243	42,133	20,741

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Fact Sheet
Sicily Campaign

Strategy

The Sicily Campaign emerged from the Casablanca Conference and the Allied victory in Tunisia. The practical but controversial decision led to Allied control of the central Mediterranean and to the Italian campaign, but it ended any possibility of an Allied invasion of northwest Europe in 1943.

During the North Africa campaign, President Franklin Roosevelt, British Prime Minister Winston Churchill, and the Combined Chiefs of Staffs met in Casablanca Jan. 14-23, 1943. Gen. George C. Marshall, U.S. Army Chief of Staff, wanted the Allies to carry out ROUNDUP, a projected 1943 cross-channel invasion, directly against German forces in northwest Europe. Roosevelt, however, agreed with Churchill to follow the expected Allied victory in Tunisia by invading Sicily. The theater Allied Supreme Commander, Gen. Dwight D. Eisenhower, also believed the Allies still unready to launch a cross-channel invasion in 1943, and advocated continued action in the Mediterranean.

Eisenhower's deputy commanders for this combined operation were all British: Adm. Cunningham for naval forces, Air Chief Marshal Tedder for air forces, and Gen. Alexander for ground forces. Early planning for operation HUSKY projected amphibious landings of Sicily's southeastern and western tips in order to seize enemy airfields and to gain sea ports for logistical resupply. It was rejected because it would disperse the two landing forces. The plan as implemented by Alexander's 15th Army Group was to invade the southeastern tip, with Gen. Patton's Seventh Army on the left and Gen. Montgomery's British Eighth Army on the right. D-Day was July 10, 1943.

Hitler faced tremendous problems that summer. After the serious German defeat at Stalingrad in February, a limited German attack July 5, was designed to thwart any Russian offensives that year. Instead, a massive Russian attack during the Battle of Kursk in mid-July threw the Germans thereafter on the defensive in the German-Russian war. American and British strategic bombing of Germany and the Allied success in the Battle of the Atlantic were demonstrating Allied strength in the west. Hitler was fooled into expecting Allied invasions of Greece and Sardinia by a British intelligence operation which placed fake invasion plans on a corpse washed ashore in Spain. Later, ULTRA secrets also helped the Allies recognize Axis ground weaknesses on Sicily itself.

Naval Contributions

The Allies had naval superiority. The Seventh Army was conveyed and supported by 580 Navy and Coast Guard ships in Adm. Hewitt's Western Naval Task Force and the Eighth Army by 795 ships of the Royal Navy commanded by Adm. Ramsay. A Royal Navy covering force of six battleships, six cruisers, and 24 destroyers also supported operation HUSKY. They were opposed by only a few German U-boats and motor torpedo boats and by no Italian naval forces. The amphibious operations were mostly ship-to-shore, with some shore-to-shore directly from North African ports. The Allies used the large and newly arrived LST's (Landing Ship Tank), LCT's (Landing Craft Tank), and LCI(L)'s (Landing Craft Infantry Large). Landing troops in rough waters at the American objectives, the navy and Coast Guard also applied direct fire support, both in repelling an Axis counter-attacking tank unit and supporting American advancing troops. The American navy also supported Patton's leapfrog amphibious landings as the Seventh Army raced toward Messina along Sicily's northwestern coast.

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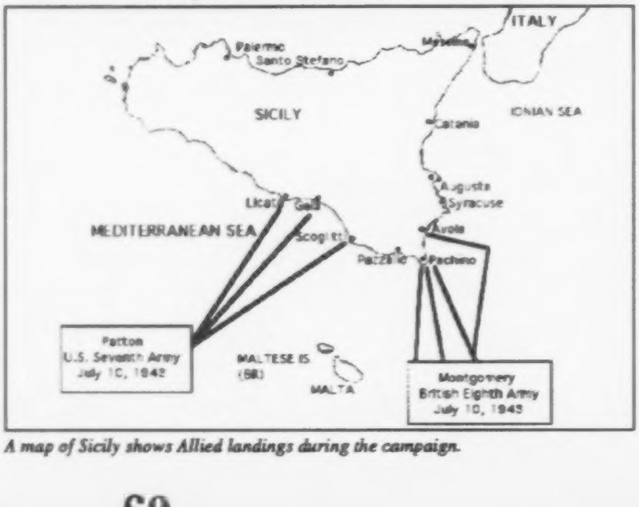
Air Operations

Concepts of air operations were evolving during the Sicily campaign. Tedder's new Mediterranean Allied Air Forces exercised complete planning and operational independence, which was intensely criticized by naval and army commanders. Amidst differing operational concepts within Tedder's command, an Allied air plan unfolded. There would be three phases: preliminary strategic bombing, support of the landing assaults, and establishment of Allied air bases to support the ongoing conquest of Sicily.

After the Tunisian victory in mid-May, Allied bombers from Malta and North Africa launched a strategic offensive against airfields in Sicily and throughout southern Italy. On July 2, (D minus 8) the pre-HUSKY intensive bombing of Sicily began to destroy enemy airfields and air strength near the landing sites. During the ground assault and breakthrough, the Allied air sorties concentrated on attacking enemy air forces, heavier than anticipated, instead of providing close air support to the Allied ground units. Few Axis aircraft remained in Sicily by July 17, and none after July 22, as the Allies gained full air superiority in Sicily.

Allied Armies Operations

Field Marshal Kesserling, Commander-in-Chief of Axis forces in the Mediterranean Theater, originally believed Italian territory could be defended. On Sicily were six local, unreliable Italian coastal divisions, four Italian mobile divisions, and two German divisions. The Axis plan dispersed these six latter divisions to counterattack the Allied landing. Seven Allied divisions landed July 10, the largest amphibious operation in history (five divisions landed at Normandy in 1944). Both Patton's Seventh Army and Montgomery's Eight Army also used airborne units, though with heavy losses in the air due to in-



A map of Sicily shows Allied landings during the campaign.

A medic gives plasma to a wounded soldier in Sicily. Plasma, dried human blood, was used instead of whole blood since it could be kept almost indefintely under normal conditions. (Courtesy photo)

experience and high winds. A quickly planned and inadequately coordinated second drop of remaining 82nd Airborne units resulted in tragedy. Navy gunners, who had just fought off German air attacks, fired at the air transport planes, shooting down 23 and seriously damaging 37 planes. Yet the Allies secured their positions and the Axis began a delaying withdrawal.

Alexander's original strategy was for Montgomery's Eighth Army to make the main offensive northward up Sicily's eastern coast. Patton's Seventh Army was to secure the left flank. Following Patton's insistence, the Seventh Army was allowed to move boldly to capture western Sicily and the port of Palermo, which it did by July 22, against light resistance, and then push on line with the Eighth Army to Messina. Two more German divisions were sent into Sicily. Mussolini's Fascist government collapsed July 25, following months of Axis defeats in Africa, the Mediterranean, the invasion of Sicily, and an Allied air attack on important rail yards in Rome. Field Marshall Kesserling now planned to evacuate his best forces from Sicily, uncertain of continued cooperation by Italy's new royalist-military dictatorship.

Sicily Taken

By early August Axis forces began evacuating across the narrow two-and-a-half-mile Straits of Messina into the toe of Italy. Allied strategic planners were unwilling to risk resources for any bold effort to trap the Axis forces in Sicily. The Allies relied primarily on air bombing of Messina port facilities and some Axis shipping. Faced with combat fatigue and with other simultaneous strategic bombing missions throughout the central Mediterranean, the Allied air forces did not concentrate exclusively on the prevention of Axis evacuation from Sicily. With Patton arriving shortly before the British, both the Seventh and Eighth Armies entered Messina Aug. 17, to end the Sicily campaign. During the six-week operation, the Allies captured well over 100,000 Axis soldiers, mostly Italian. The Axis forces, however, had successfully evacuated almost 40,000 German troops, 70,000 Italian troops, and much of their equipment.

Results

- The victory in Sicily achieved the original goals of the Combined Chiefs of Staff:
  - –helped secure the Allied lines of communications in the Mediterranean;
  - –diverted some German forces from the Russian front;
  - –applied increased pressure on Italy.
- The Allies' Mediterranean operations led to the collapse of Mussolini's Fascist government and the subsequent Italian surrender to the Allies Sept. 3, 1943.
- The success in Sicily led to the invasion of Italy Sept. 3, 1943.
- The Seventh Army gained significance experience; it was the first American field army to fight as a unit in World War II.
- Important experience was gained in the successful joint Army-Navy-Coast Guard amphibious operations which was later applied in Normandy and Southern France.

Allied Naval Ships, Landing Craft in Operation Husky

U.S. Navy, Coast Guard	1,704
Royal Navy	1,546
Other Allies	31
Total	3,281

Estimated Troop Strength
July 10, 1943

Allies:	500,000
Axis:	350,000

Army and Navy Casualties
July 10-Aug. 17, 1943

	Total	Killed in Action	Wounded	Prisoners/ Missing
U.S. Army & Air Force	9,195	2,237	5,946	1,012
U. S . Navy	1,064	522	542	--
Total U . S .	10,259	2,759	6,488	1,012
Eighth Army	11,843	2,062	7,137	2,644
Royal Navy	729	314	411	4
Total British	12,672	2,376	7,548	2,648
Total German	90,000	5,000*	4,444	6,000
Total Italian	144,000*	2,000*	5,000	137,000

*All figures are based on official sources when available. Some inconsistencies are analyzed in D'Este, Bitter Victory, appendices.

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Fact Sheet

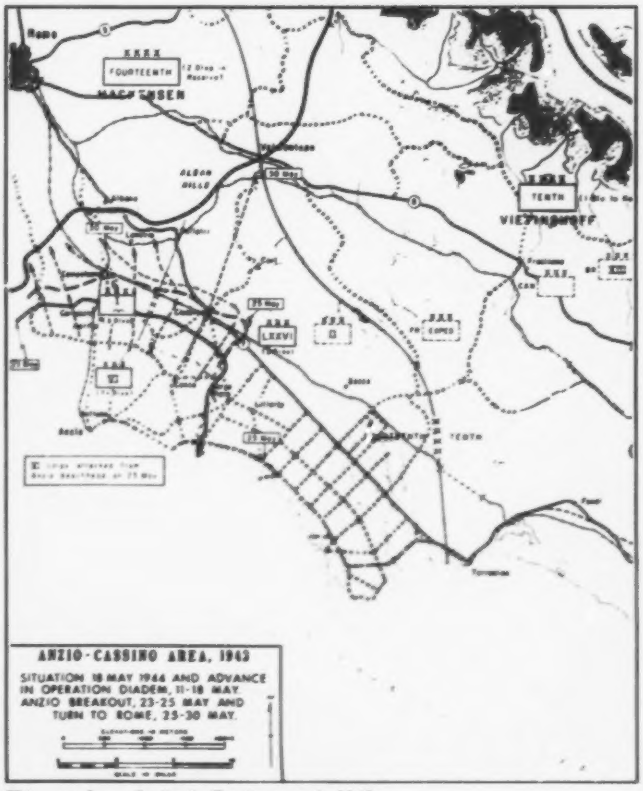
Anzio Campaign

Allied Landing at Anzio

In January 1943, American and British planners met in Casablanca to determine where to strike after victory in North Africa was complete. The Combined General Staff agreed to attack Sicily and secure the Mediterranean for Allied shipping.

The invasion of Sicily July 10, 1943, led to the downfall of Mussolini July 26, 1943. The Allies pressed the advantage with the British Eighth Army chasing the German Army across the Strait of Messina onto the toe of Italy. Italy surrendered to the Allies Sept. 8, the day before the U.S. Fifth Army made an amphibious landing at Salerno. The Germans, now abandoned by Italy, stiffened their resistance and used the rugged mountains to their full advantage. The tortuous terrain favored the defense and restricted the Allies to a few obvious avenues of approach which the Germans could block with relative ease.

German Field Marshall Albert Kesselring's main position south of Rome became known as the Gustav Line. Anchored on the natural fortress at Monte Cassino, the Line extended from the impassable mountains on the east to the Adriatic Sea on the west. The Fifth Army reached the Gustav Line in mid-January 1944. On Jan. 22,1944, the U.S. VI Corps made an end run around the German defenses by landing an amphibious force at the small port of Anzio, 35 miles south of Rome. The operation was code-named, "Shingle."


Rome
FOURTEENTH
MACKENSEN
ALBAN HILLS
TENTH
VIETINGHOFF
LXXVI
VI
ANZIO-CASSINO AREA, 1943
SITUATION 18 MAY 1944 AND ADVANCE IN OPERATION DIADEM, 11-18 MAY ANZIO BREAKOUT, 23-25 MAY AND TURN TO ROME, 25-30 MAY.

This map shows the Anzio-Cassino area in 1943.

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Objective

The amphibious landing at Anzio was a flanking movement around strongly-held German positions astride southern Italy. It was intended to cut Highways 6 and 7, and the rail lines supplying German forces on the Gustav Line.

Operation

The landing at Anzio caught the Germans by surprise. Opposition was light. Nevertheless Maj. Gen. John P. Lucas, the VI Corps commander, hesitated to advance before he had adequate armor and artillery. Ten crucial days were spent getting reserve troops, equipment and supplies ashore and consolidating the beachhead. The delay gave Field Marshall Kesselring ample time to rush eight divisions from France, Germany and Yugoslavia to trap the Allies on the beach. Attempts made to break out and cut German supply routes ended in disaster. On Jan. 31, a battalion of 767 American Rangers reached the outskirts of Cisterna but the unit was decimated in an ambush. Only six returned.

Every square foot of the beachhead at Anzio, including field hospitals, was within range of the German artillery. During the four hard winter months of stalement, the Allies suffered 30,000 combat casualties. Another 39,000 died of exhaustion, disease and the stress of combat. Were it not for Allied air cover and limits to ammunition for German artillery, there would have been many more Allied combat casualties. The Spring Offensive (Operation Diadem) began May 11. Gen. Alphonse Juin's French Expeditionary Corps attacked through trackless mountains and captured Monte Maio which controlled the road network leading into the Liri Valley, the primary avenue of approach to Rome. German defenses began to crumble and the Allies crossed the Gargliano and Rapido Rivers May 12. The Americans moved up the Tyrrhenian coast to link up with the VI Corps at Anzio.

Juin's stunning victory exerted enough pressure that the Germans holding Cassio were pulled back to avoid capture. On May 18 Monte Casino fell to Polish and British troops.

Gen. Mark Clark had been ordered to cut off the German retreat at Valmontone. He ordered one third of his force to Valmontone with the balance racing for Rome, and entered the city June 4, just two days before the world's attention turned to

Men and equipment coming ashore on Anzio beaches. The first assault craft hit the beaches at 2 a.m., Jan. 22, 1944. There was practically no opposition to the landings as the enemy had been caught by surprise.

the invasion at Normandy. Kesselring, through a brilliant lateral withdrawal, escaped with his army to fight on for another year.

Lessons Learned

- In most cases it is better to bypass the enemy strongpoint, penetrate its rear echelons and cut off its supply lines, than to batter against in frontal attacks.
- Attacking well-fortified positions in mountainous terrain is costly. An entire campaign consisting of repeated attacks against a series of well-defended positions is extremely costly.
- If surprise is achieved, the advantage must be exploited before the enemy recovers.
- The tactical advantage in destroying historic and/or culturally significant edifices is rarely worth the long-term loss to civilization.
- Communication of the allied group commander's precise objective to the operational commander is essential.

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Statistics

Allied Troops landing at Anzio (Jan. 22, 1944)	36,000
Allied troops at Anzio as of Feb. 1, 1944	61,000
Allied strength by June 1944 (lineup)	150,000
Allied combat casualties at Anzio	30,000
Allied non-combat casualties at Anzio	37,000
German casualties at Anzio	28-30,000

In April 1944, Strategic Air Forces flew 21,000 sorties against the Gustav line.

B-26 bombing roads in the Liri Valley behind the Gustav Line Jan. 22, 1944, in order to hamper the enemy in sending troops to the Anzio area.

Fact Sheet
Salerno

Allies Land at Salerno

For the United States, World War II on the European mainland began south of Naples, Italy, Sept. 9, 1943, at Salerno.

U.S. and British strategies for defeating Nazi Germany differed fundamentally. The Americans believed that an attack across the English Channel, through France and into Germany itself, was the quickest road to victory. The British, on the other hand, preferred attacks on the periphery, particularly in the Mediterranean. In the case of Italy, they argued that neutralizing this Fascist ally would thin German military resources.

British Prime Minister Winston Churchill convinced President Franklin D. Roosevelt to commit American forces to campaigns in North Africa and Sicily, where the outnumbered Germans fought a determined campaign. More than 100,000 German and Italian soldiers escaped across the Straits of Messina to the Italian mainland. However, they suffered significant losses for which they were unable to recover in time for Salerno. The mainland was exactly where Churchill proposed to follow them, and the British obtained U.S. approval of this plan. On July 26, 1943, Gen. Dwight D. Eisenhower was given the go ahead for the planning of Operation AVALANCHE.

Mussolini's Government Falls

The invasion of Sicily disheartened the Italian people. Fascist leader Benito Mussolini's decision to fight with Adolph Hitler was unpopular with many Italians, and for two years Italian casualties from the Russian Front, North Africa and the Balkans mounted. As Allied bombers based on Sicily brought the war home to the Italian mainland, political discontent rose. Mussolini's government fell July 25, 1943. Field Marshal Pietro Badoglio, the principle instigator of Mussolini's downfall, assumed the title of prime minister.

Operation Avalanche Begins

As a secret armistice was being signed Sept. 3, Operation AVALANCHE was beginning. For the invasion of the Italian mainland, some 450 U.S. and British cruisers, destroyers, transports and various types of landing craft, massed in North Africa and Sicily. It carried assault troops of the Fifth U.S. Army, an Allied force of 100,000 British and 69,000 U.S. troops.

Fifth Army's U.S. VI Corp was to assault the southern beaches of the Bay of Salerno, near the ancient Greek temple at Paestum, with the as-yet-untried 36th Infantry Division, from the Texas National Guard. Salerno's northern beaches would be the responsibility of the British X Corps, which in addition to its two veteran infantry divisions, the 46th and 56th, contained three U.S. Ranger battalions and two British commando forces.

As the invasion force assembled, Sir Bernard Law Montgomery's 8th Army crossed the Straits of Messina to the toe of the Italian boot." But the Germans did not concentrate their forces on this landing. Although German air reconnaissance had seen the invasion fleet forming, Field Marshal Albert Kesselring was unable to determine where the major blow would fall.

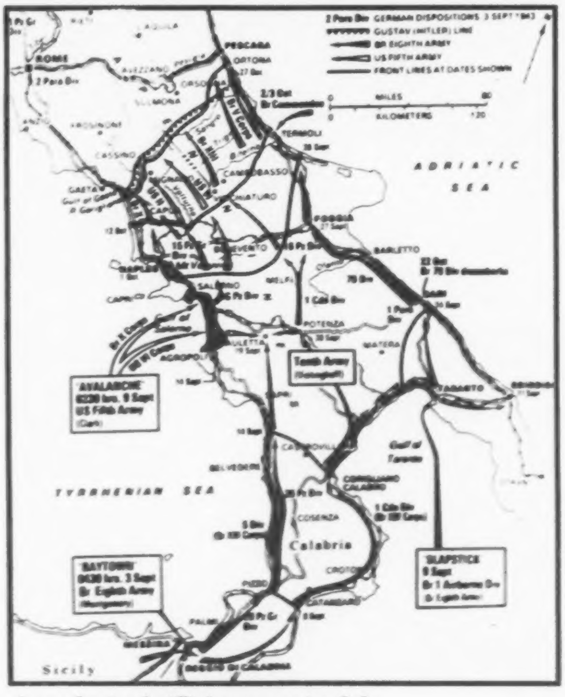
The Germans were not surprised when Eisenhower's headquarters announced the Italian armistice Sept. 8. Hitler approved plans for withdrawal and establishment of defensive positions across the Italian Peninsula.

The Fifth Army commander, U.S. Lt. Gen. Mark W. Clark, hoped to surprise the Germans at Salerno and did not subject the landing beaches to pre-invasion naval bombardment. Clark was strongly resisted in this by Vice Adm. H. Kent Hewitt, commander of the Allied Fleet's Southern Task Force, who argued that there was no chance for surprise. Hewitt was right, and the U.S. infantry and engineers would pay the price for Clark's misjudgment.

Landing in Italy

In the pre-dawn darkness of Sept. 9, landing craft carrying the men of the 141st and 142nd Infantry Regiments, 36th Infantry Division, were about 300 yards from shore when the German shells began falling. Many of the troops were shocked: they had cheered the previous day's announcement of Italy's surrender, thinking their landings would be unopposed.

From the heights above the beach, the 16th German Panzer Division, many of whom were veterans of the Russian Front, raked the invaders with witheringly accurate fire. In the water, landing craft took direct hits, spewing their human cargo into the


GERMAN DISPOSITIONS 3 SEPT 1943
GUSTAV (HITLER) LINE
BR EIGHTH ARMY
US FIFTH ARMY
FRONT LINES AT DATES SHOWN
MILES
KILOMETERS
ROME
PESCARA
ORTONA
TERMOLI
CASSINO
CAMPOBASSO
FOGGIA
BARLETTO
BENEVENTO
SALERNO
POTENZA
MATERA
TARANTO
AGROPOLI
ADRIATIC SEA
TYRRHENIAN SEA
Gulf of Taranto
COSENZA
Calabria
CROTONE
"AVALANCHE" 0330 hrs. 9 Sept US Fifth Army (Clark)
Tenth Army
"BAYTOWN" 0430 hrs. 3 Sept Br Eighth Army (Montgomery)
"SLAPSTICK" 9 Sept Br 1 Airborne Div Br Eighth Army
MESSINA
REGGIO DI CALABRIA
Sicily

A map showing the Allied movements into Italy.

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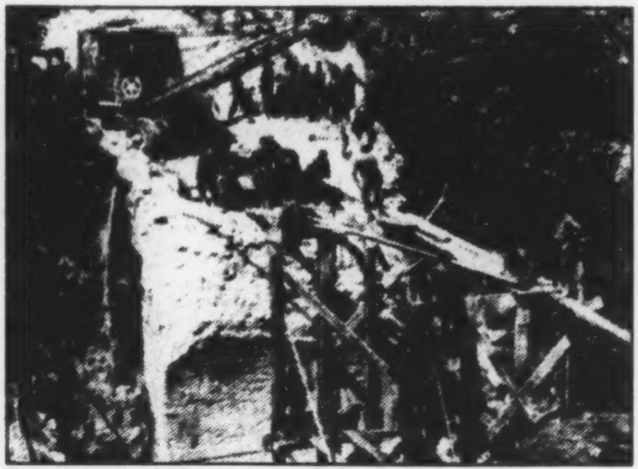

Engineers repair a bridge near Acerno. While part of the invading forces advanced westward toward Naples, part proceeded toward Benevento to the north. The enemy retreated slowly toward the river Volturno, the next natural line of defense, leaving rear guards to delay the advance, mine the roads, and blow the bridges.

sea. Disabled boats drifted helplessly offshore, creating a logjam which prevented men and supplies from landing on the beaches.

Machine guns greeted the men who finally made it to shore. Despite the murderous fire, small groups from the Texas Division moved slowly inland. Two hours after the initial waves came ashore, much-needed 105mm howitzers landed. Gun crews went into action almost immediately, driving off attacking German tanks.

Naval shore control fire parties had landed with the first waves of infantry, and within hours Allied naval gunfire was pounding German positions in the hills above Salerno plain. The *HMS Abercrombie* and the U.S. cruisers *Philadelphia, Savannah,* and *Brooklyn* were instrumental in stopping armored assaults which might have pushed the assault force back into the sea. Without naval fire support, the first day's battle on the beachhead could not have been won, and navy gunners would continue to play a critical role in the days ahead.

Landings in the British sector were generally less opposed. The three U.S. Ranger battalions, under Lt. Col. William 0. Darby, landed unopposed at Malori, while the British Commandos had a two-hour fight to clear the Germans from the town of Vietri. The two British infantry divisions fared much better than the men of the 36th Texas' Division on the beaches, but faced increasing resistance as they moved inland.

Operational Timetables Change

Staff planners for Operation AVALANCHE realized at the end of the first day's fighting that operational timetables would have to be revised. Montgomery failed to link up with Clark on schedule. U.S. forces on the southern beaches had not reached the high ground above the Salerno plain, and the British had failed to take Salerno harbor and the airfield at Montecorvino.

The next two days saw mounting enemy opposition in the British sector, while a decrease in German activity above the American beaches allowed the 36th division to regroup. Part of the VI Corps floating reserve, the 157th and 179th Infantry Regiments from the 45th Infantry Division, also a National Guard units, were landed.

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Approved by U.S. Army Center of Military History

As the Allies prepared to move inland, the Germans pulled units from Rome and the Calabrian Peninsula and sent them to Salerno. On Sept. 12, during the heaviest fighting yet seen, Allied intelligence identified elements of six Panzer divisions facing the Salerno invaders. The Germans drove the British from Battipaglia, which they had taken the day before, and the 142nd Infantry was pushed off Hill 424, a crucial piece of high ground behind the town of Altavilla. The next 48 hours were days of crisis for the Allies. Many Allied units were all but decimated in savage fighting to repel several German counterattacks. When the light Battalion, 157th Infantry, failed to stop a large German armored column, it turned south, toward the American beachhead at Paestum. The only force to oppose the 21 tanks were the 45th Infantry Division's 158th and 189th Field Artillery Battalions. Assisted by every clerk, cook, bandsman, and stray GI their officers could find, these batteries as well as a destroyed bridge stopped the German armor. A worried Clark told his staff to begin planning for the evacuation of the U.S. beachhead.

Airborne Operations Boost Morale

Evacuation plans were dropped however, as Allied fortunes improved. The morale of exhausted Allied troops was boosted by the airdrop of the 82nd Airborne Division's 504th Parachute Infantry from Sicily on the night of Sept. 13. The next day, 2,000 more 82nd Airborne and 1,500 British paratroopers jumped in. Planned by division commander Matthew Ridgway, this was one of the most successful airborne operations of World War II.

Gen. Dwight D. Eisenhower ordered Allied aircraft into the air Sept. 14, and together, with the offshore guns of the British and U.S. navies, helped force a German withdrawal. Element of Montgomery's Eighth Army linked up with Clark's Fifth Sept. 16, and Eisenhower arrived to confer with his commanders the next day. The beachhead was now secure, but the campaign to drive the Germans out of Italy had just begun. To buy time for construction of the Winter Line, Kesselring withdrew his forces north of Naples, to the first of a series of planned defensive positions, the Gustav Line. What U.S. troops came to call the battle for the Winter Line began in November.

Salerno, from the difficult terrain to the intelligence of the German commanders and the fighting qualities of their troops, was a preview of how difficult the war in Italy would be. For the next 21 months, the Allies attacked toward the high ground, paying dearly for each hilltop and mountain top. The Germans withdrew skillfully, using natural barriers such as streams and rivers as well as blown bridges to slow the Allies.

Major U.S. Army Units, Salerno

1st Ranger Battalion
3rd Ranger Battalion
4th Ranger Battalion
3rd Infantry Division
34th Infantry Division
36th Infantry Division
45th Infantry Division
213th Coast Artillery Regiment (Antiaircraft)
337th Engineer General Service Regiment
540th Engineer Combat Regiment
504th Parachute Infantry Regiment
509th Parachute Infantry Regiment

Casualties

Throughout the fighting at Salerno, the Americans suffered 727 killed, 2,720 wounded and 2,423 missing while the British suffered 5,500 killed, wounded and missing. The Germans also suffered 3,500 casualties.

Enemy Suicide Charges Raised Death Toll

Marines Tag Island 'Bloody Tarawa'

In 76 hours, the U.S. Marines lost more men than they did in the six-month battle for Guadalcanal.

By the end of the battle for Tarawa Atoll, Marines called the campaign "bloody Tarawa." More than 1,000 Americans died taking the island, and about 3,300 were wounded. Only 17 wounded Japanese soldiers out of a 4,836-man garrison were taken prisoner: the rest died rather than surrender.

The battle for Betio — the main island of the atoll — began Nov. 20, 1943, and set the stage for the rest of the Central Pacific war. Battles in the Central Pacific would be characterized by brief, deadly engagements followed by prolonged periods of rest, refit and training.

Tarawa was America's first exposure to this warfare. The main island was small. The highest point of land was 10 feet above sea level, and the island was about three miles long by a half mile wide. The island was surrounded by a coral reef, and the first wave of Marines went in on amphibious tractors. These vehicles climbed over the reef and deposited troops on the beach. Following waves came by boat. The boats couldn't make it over the reef, and Marines were forced to wade ashore — walking up to half a mile through the surf against concentrated Japanese fire.

And there was stiff resistance. The Japanese commander said the Americans would never take Betio in a million years. The island was a fortress with many artillery pieces and coastal defense guns taken during the capture of Singapore in 1942.

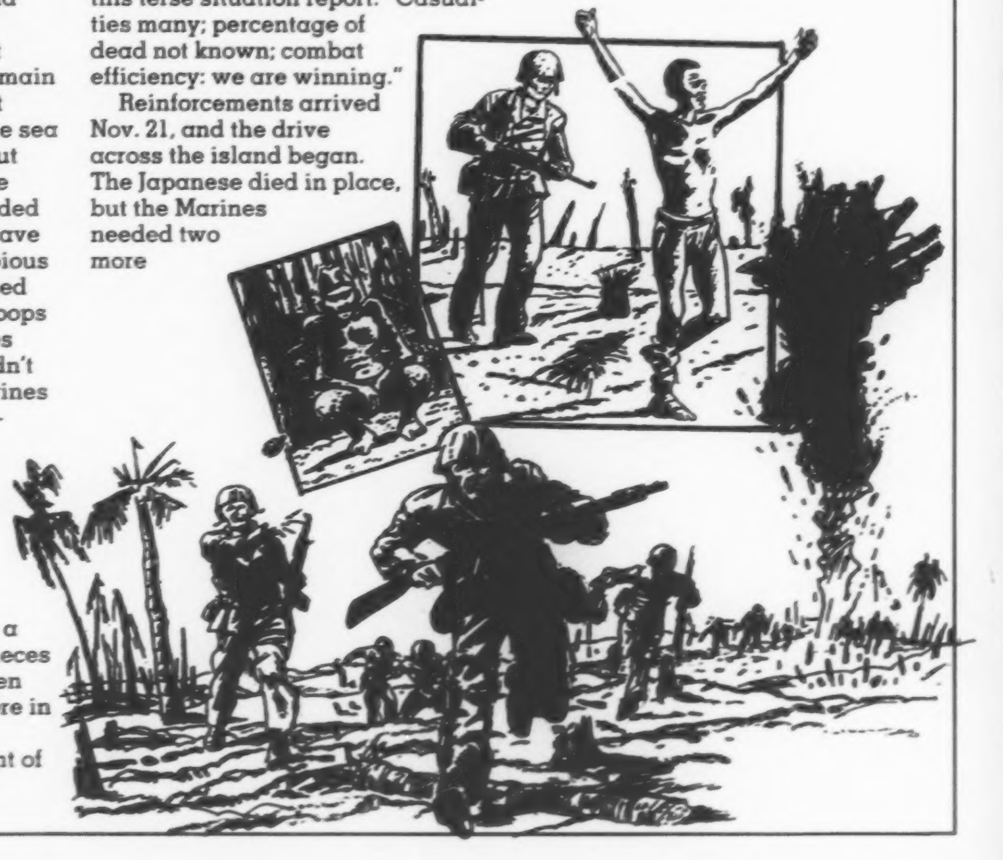
The American bombardment of the island let up half an hour before the first troops hit the beach. This gave the Japanese time to regroup and man their weapons. The first invaders ran into intense fire and were pinned down behind a four-foot coconut-log retaining wall.

By nightfall, the Marines were hemmed in behind that log wall, and only a failure of communications stopped the Japanese from attacking and driving them from their insecure foothold. But the fighting spirit of the Marines was unquenchable. One hero of the fighting was Col. David Shoup, who was awarded the Medal of Honor for his direction of the 2nd Marine Regiment. He summed up the situation on that first day with this terse situation report: "Casualties many; percentage of dead not known; combat efficiency: we are winning."

Reinforcements arrived Nov. 21, and the drive across the island began. The Japanese died in place, but the Marines needed two more days of intense assaults before securing the island. The Japanese launched four suicide charges against the Marines before resistance ended.

The casualty list from the small, shell-shattered island shocked America. But Americans realized the heroic contributions of the men of the 2nd Marine Division. *Time* magazine wrote, "Last week some 2,000 or 3,000 United States Marines, most of them now dead or wounded, gave the nation a name to stand beside those of Concord Bridge, the *Bon Homme Richard*, the Alamo, Little Big Horn and Belleau Wood. The name was Tarawa."

— American Forces Information Service



Fact Sheet
D-Day, June 6, 1944
Normandy, France

Prelude to Operation Overlord

During the first six months of 1944, the United States and Great Britain concentrated land, naval, and air forces in England to prepare for Operation Overlord, the assault on Hitler's "Fortress Europe." While the Soviet Union tied down a great portion of the enemy's forces, the western Allies marshaled their resources, trained their forces, separately and jointly, for the operation, and fine tuned the invasion plans to take full advantage of their joint and combined capabilities.

Before the invasion, the air and sea components played major roles. The 12,000 planes of the Allied air forces swept the Luftwaffe from the skies, photographed enemy defenses, dropped supplies to the resistance, bombed railways, attacked Germany's industries and isolated the battlefield. The Allies' naval component was similarly active during the buildup. The navies escorted convoys, patrolled and protected the English Channel, reconnoitered beaches and beach defenses, conducted amphibious rehearsals and organized and loaded a mighty flotilla to land the assault forces in France.

Meanwhile, the nine army divisions (three airborne and six infantry) from the United States, Britain and Canada trained and rehearsed their roles in the carefully choreographed operation. Rangers climbed cliffs, engineers destroyed beach obstacles, quartermasters stockpiled supplies and infantrymen waded through the English surf as each honed the skills necessary for the invasion's success.

Normandy Invasion

Supreme Commander--General Dwight D. Eisenhower
Allied Expeditionary Naval Forces--Admiral Sir Bertram Ramsay
21st Army Group--General Sir Bernard L. Montgomery
Allied Expeditionary Air Forces--Air Marshal Sir Trafford Leigh-Mallory

United States Army
First Army
V Corps
VII Corps
1st Infantry Division
4th Infantry Division
29th Infantry Division
82nd Airborne Division
101st Airborne Division

United Kingdom Land Forces
Second British Army
1st British Corps
30th British Corps
3rd British Infantry Division
6th British Airborne Division
50th British Infantry Division
3rd Canadian Infantry Division

Air Forces

U.S. Army Air Forces
Eighth Air Force
Ninth Air Force

Royal Air Forces
2nd Tactical Air Force

Allied Expeditionary Naval Forces

Western Task Force
(United States)

Eastern Task Force
(British)

1st Infantry Division soldiers land on OMAHA Beach, Normandy, France, June 6, 1944. (U.S. Coast Guard photo)

D-Day Operations

The invasion itself gave prominence to land forces but provided major roles for air and sea components. Allied air forces carried three airborne divisions into battle, protected the force as it crossed the English Channel, and attacked targets throughout the invasion area before and after the landing in support of the assault forces. More than 5,000 ships--from battleships to landing craft--carried, escorted and landed the assault force along the Normandy coast. Once the force was landed, naval gunfire provided critical support for the soldiers as they fought their way across the beaches.

In the invasion's early hours, more than 1,000 transports dropped paratroopers to secure the flanks and beach exits of the assault area. Amphibious craft landed some 130,000 troops on five beaches along 50 miles of Normandy coast between the Cotentin Peninsula and the Orne River while the air forces controlled the skies overhead. In the eastern zone, the British and Canadians landed on GOLD, JUNO and SWORD Beaches. The Americans landed on two beaches in the west--UTAH and OMAHA. As the Allies came ashore, they took the first steps on the final road to victory in Europe.

Omaha Beach

The landing by regiments of the 1st and 29th Infantry divisions and Army Rangers on OMAHA Beach was even more difficult than expected. When the first wave landed at 6:30 a.m., the men found that naval gunfire and prelanding air bombardments had

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Chronology-1944

- Jan. 1. More than 749,000 American soldiers, including all or part of 11 U.S. Army divisions, are in the United Kingdom. By the invasion, this number will double.
- April-May. American and British forces conduct a series of joint and combined dress rehearsal exercises.
- May 30-June 3. Loading of seaborne assault forces is completed.
- June 4. General Eisenhower cancels the attack scheduled for June 5 because of bad weather. Late that evening a revised forecast promises a break in the weather; Eisenhower then orders the invasion for June 6.
- June 5. Protected by 1,140 warships, 2,700 ships (carrying 1,426 landing and beaching craft) start across the English Channel under an Allied air umbrella. Late in the evening, more than 1,000 transports loaded with paratroopers depart English air bases for drop zones in Normandy.
- June 5, midnight. Royal Air Force strategic bombers begin the prelanding bombardment of the invasion area.
- June 6, 1:30-2:30 a.m. The British 6th Airborne Division and the U.S. 82nd and 101st Airborne Divisions begin the airborne assault to secure objectives on the east and west flanks of the invasion area.
- June 6, 5:30 a.m. By first light, the entire horizon off Normandy beaches is filled with the invasion armada. German coastal batteries begin sporadic firing.
- June 6, 5:50 a.m. Allied naval forces open counterbattery fire and begin prelanding bombardment of German beach defenses and inland targets. Over the next half-hour, heavy, medium and fighter bombers also attack these targets.
- June 6, 6:30 a.m. H-hour for OMAHA and UTAH beaches.
- June 6, 7:25 a.m. H-hour for GOLD Beach (British 50th Division) and SWORD Beach (British 3rd Division).
- June 6, 7:35-7:45 a.m. H-hour for JUNO Beach (Canadian 3rd Division). Actual landing is closer to 8 a.m.

not softened German defenses or resistance. Along the 7,000 yards of Normandy shore German defenses were as close to that of an Atlantic Wall as any of the D-Day beaches. Enemy positions that looked down from bluffs as high as 170 feet, and water and beach obstacles strewn across the narrow strip of beach, stopped the assault at the water's edge for much of the morning of D-Day.

By mid-morning, initial reports painted such a bleak portrait of beachhead conditions that Lt. Gen. Omar Bradley, United States First Army commander, considered pulling off the beach and landing troops elsewhere along the coast. However, during these dark hours, bravery and initiative came to the fore. As soldiers struggled, one leader told his men that two types of people would stay on the beach--the dead and those going to die--so they'd better get the hell out of there, and they did.

Slowly, as individuals and then in groups, soldiers began to cross the fire-swept beach. Supported by Allied naval gunfire from destroyers steaming dangerously close to shore, the American infantrymen gained the heights and beach exits and drove the enemy inland. By day's end V Corps had a tenuous toehold on the Normandy coast, and the force consolidated to protect its gains and prepare for the next step on the road to Germany.

The Supreme Commander talks with men of Company E, 502d Parachute Infantry Regiment of the 101st Airborne Division (U.S. Army photo)

Utah Beach

In the predawn darkness of June 6, the 82nd and 101st Airborne Divisions were air dropped behind UTAH Beach to secure four causeways across a flooded area directly behind the beach and to protect the invasion's western flank. Numerous factors caused the paratroopers to miss their drop zones and become scattered across the Norman countryside. However, throughout the night and into the day the airborne troops gathered and organized themselves and went on to accomplish their missions. Ironically, the paratroopers' wide dispersion benefited the invasion. With paratroopers in so many places, the Germans never developed adequate responses to the airborne and amphibious assaults.

The 4th Infantry Division was assigned to take UTAH Beach. In contrast with OMAHA Beach, the 4th Division's landing went smoothly. The first wave landed 2,000 yards south of the planned beach--one of the Allies' more fortuitous opportunities on D-Day. The original beach was heavily defended in comparison to the light resistance and few fixed defenses encountered on the new beach. After a personal reconnaissance, Brigadier General Theodore Roosevelt Jr., who accompanied the first wave, decided to exploit the opportunity and altered the original plan. He ordered that landing craft carrying the successive assault waves land reinforcements, equipment and supplies to capitalize on the first wave's success. Within hours, the beachhead was secured and the 4th Division started inland to contact the airborne divisions scattered across its front.

As in the OMAHA zone, at day's end the UTAH Beach forces had not gained all of their planned objectives. However, a lodgment was secured, and, most important, once again the American soldier's resourcefulness and initiative had rescued the operation from floundering along the Normandy coast.

Sources

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Fact Sheet

The National Guard in World War II

1940-41 Mobilization

Beginning in September 1940, the first of 300,034 National Guard troops reported for active duty "for one year of training." This doubled the size of the U.S. Army, adding 18 infantry divisions, 80 separate regiments, and 29 Army Air Forces flying squadrons to the nation's active-duty forces. Along with the Guard's mobilization came the nation's first peacetime conscription, which put another million men in Army uniform.

In August 1941, Congress extended by one additional year the term of service for draftees and mobilized Guardsmen. Thus the entire National Guard was already on active duty when the United States entered World War II.

Guard Already Oveseas as War Begins

When the Japanese attacked Pearl Harbor on Dec. 7, 1941, California's 251st Coast Artillery had already been stationed in Hawaii for a year. Like the Guardsmen of Hawaii's 298th Infantry Regiment, they took part in the defense of Oahu.

When Japanese troops invaded the Philippine Islands three days later, U.S. troops there included the New Mexico National Guard's 200th Coast Artillery, and two tank battalions made up of National Guard units from various states. Half of these men died as prisoners of the Japanese.

Three other Guard field artillery units were in mid-ocean as the war broke out. The 147th (South Dakota), 148th (Idaho), and 2nd Battalion, 131st (Texas) were diverted from the Philippines to Australia, the first of thousands of U.S. troops to arrive "Down Under." The 131st was sent to Java, where it surrendered with the Dutch garrison to the Japanese.

First to Ship Out; First to Fight

North Dakota's 164th Infantry, sent to reinforce the Marines on Guadalcanal in October 1942, was the first U.S. Army regiment to fight offensively in World War II. They were soon joined by their sister infantry regiments in the newly-formed Americal Division, the 132nd (Illinois) and 182nd (Massachusetts).

On New Guinea, the 32nd and 41st Infantry Divisions became the first Army divisions to engage and defeat the Japanese, in late 1942 and early 1943.

The 34th Infantry Division was the first U.S. Army division to sail overseas. In North Africa, it became one of the first two U.S. infantry divisions to fight in the European theatre, and by the end of the war had spent more actual days in combat than any other U.S. Army division.

National Guard flying squadrons were also among the first to reach the combat zone. Three Observation Squadrons, the 111th (Texas), 122nd (La.), and 154th (Ark.), arrived in North Africa in the fall of 1942. In July 1944, Michigan's 107th Tactical Reconnaissance Group, which had flown pre-invasion missions over the Normandy beaches, became the first Army Air Forces unit to operate from the continent of Europe.

World War II Campaigns National Guard Infantry Divisions

European Theater

26th Infantry Division (Mass.)
N. France, Rhineland,
Ardennes-Alsace, Central Europe

28th Infantry Division (Pa.)
Normandy, N.France, Rhineland,
Ardennes-Alsace, Central Europe

29th Infantry Division
(Va., Md.,D.C.)
Normandy*, N France, Rhineland,
Central Europe

30th Infantry Division
(N.C., S.C., Tenn.)
Normandy, N. France, Rhineland,
Central Europe, Ardennes-Alsace

34th Infantry Division
(N.D., S.D., Minn., Iowa)
Tunisia*, Naples-Foggia, Anz
Rome-Arno, N. Apennines
Po Valley

35th Infantry Division
(Kansas, Mo., Neb.)
Normandy, N. France, Rhine
Central Europe, Ardennes-Al

36th Infantry Division
(Texas)
Naples-Foggia*, Anzio Rome-
S. France*, Rhineland, Central E
Ardennes-Alsace

44th Infantry Division
(N.J., N.Y.)
N. France, Rhineland, Central Eur
Ardennes-Alsace

45th Infantry Division
(Ariz., Colo.,N.M., Okla.)
Sicily*, Naples-Foggia, Anzio,
Rome-Arno, S. France*, Rhineland,
Ardennes-Alsace, Central Europe

Pacific Theater

27th Infantry Division
(N.Y.)
Central Pacific, Western Pacific
Ryukyus

31st Infantry Division
(Fla., Ala., La., Miss.)
New Guinea*, S. Philippines,
Western Pacific

32nd Infantry Division
(Mich., Wisc.)
New Guinea, S. Philippines, Luzon

33nd Infantry Division
(Ill.)
New Guinea, Luzon

37th Infantry Division
(Ohio)
Northern Solomons, Luzon*

38th Infantry Division
(Ind., Ky, W.Va.)
New Guinea, S. Philippines, Luzon

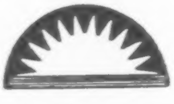
40th Infantry Division
(Calif.,Utah, Nev.)
Bismarck Archipelago,
S. Philippines, Luzon*

41st Infantry Division
(Wash., Ore., Idaho, Mont., Wyo.)
New Guinea, Luzon, S. Philippines

43d Infantry Division
(Conn., Maine,Vermont, R.I.)
Guadalcanal, Northern Solomons,
New Guinea, Luzon

Americal Division
(org. May 1942, primarily from
Ill., Mass., N.D. *Guard units)*
Guadalcanal, Northern Solomons,
Leyte, S. Philippines*

* *assault landing*



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First U.S. Army Divisions to Enter Combat

Division	Component	Date	Area
32nd Infantry Division	**National Guard**	**September 1942**	**New Guinea**
Americal	**National Guard**	**October 1942**	**Guadalcanal**
34th Infantry Division	**National Guard**	**November 1942**	**North Africa**
1st Armored Division	Regular Army	November 1942	North Africa
2nd Armored Division	Regular Army	November 1942	North Africa
1st Infantry Division	Regular Army	November 1942	North Africa
3rd Infantry Division	Regular Army	November 1942	North Africa
9th Infantry Division	Regular Army	November 1942	North Africa
25th Infantry Division	Regular Army*	January 1943	Guadalcanal
41st Infantry Division	**National Guard**	**January 1943**	**New Guinea**
43rd Infantry Division	**National Guard**	**February 1943**	**Guadalcanal**
7th Infantry Division	Regular Army*	May 1943	Alaska
37th Infantry Division	**National Guard**	**June 1943**	**N. Solomons**
45th Infantry Division	**National Guard**	**July 1943**	**Italy**
82nd Airborne Division	Reserve	July 1943	Italy
3rd Infantry Division	Regular Army	July 1943	Italy
36th Infantry Division	**National Guard**	**September 1943**	**Italy**
27th Infantry Division	**National Guard**	**November 1943**	**Central Pacific**
40th Infantry Division	**National Guard**	**December1943**	**Guadalcanal**

***** Contained one National Guard regiment*

First Divisions to Deploy Overseas

Division	Component	Date
34th Infantry Division	**National Guard**	**1942**
Americal Division	**National Guard**	**1942**
27th Infantry Division	**National Guard**	**1942**
41st Infantry Division	**National Guard**	**1942**
32nd Infantry Division	**National Guard**	**1942**
5th Infantry Division	Regular Army	1942
1st Armored Division	Regular Army	1942
40th Infantry Division	**National Guard**	**1942**
1st Infantry Division	Regular Army	1942
43rd Infantry Division	**National Guard**	**1942**
29th Infantry Division	**National Guard**	**1942**
3rd Infantry Division	Regular Army	1942
9th Infantry Division	Regular Army	1942
25th Infantry Division	Regular Army	1942

National Guard Observation Squadrons, World War II

Current Designation	1945 Designation	Theater
101st Observation Squadron (Mass.)	39th Tactical Reconnaissance Squadron	European Theater
102nd Observation Squadron (N.Y.)	102nd Tactical Reconnaissance Squadron	Zone of Interior
103rd Observation Squadron (Pa.)	103rd Photo Reconnaissance Squadron	China/Burma/India
104th Observation Squadron (Md.)	12th Antisub Squadron (disbanded September 1943)	Zone of Interior
105th Observation Squadron (Tenn.)	105th Reconnaissance Squadron (Bomb) (disbanded August 1943)	Zone of Interior
106th Observation Squadron (Ala.)	100th Bomb Squadron (Med)	Pacific Theater
107th Observation Squadron (Mich.)	107th Tactical Reconnaissance Group	European Theater
108th Observation Squadron (Ill.)	108th Observation Squadron (disbanded November 1943)	Canal Zone
109th Observation Squadron (Minn.)	109th Reconnaissance Squadron	European Theater
110th Observation Squadron (Mo.)	110th Tactical Reconnaissance Squadron	Pacific Theater
111th Observation Squadron (Texas)	111th Tactical Reconnaissance Squadron	Mediterranean Theater
112th Observation Squadron (Ohio)	112th Liaison Squadron	European Theater
113th Observation Squadron (Ind.)	113th Tactical Reconnaissance Squadron	Zone of Interior
115th Observation Squadron (Calif.)	115th Liaison Squadron	China/Burma/India
116th Observation Squadron (Wash.)	116th Tactical Reconnaissance Squadron (disbanded December 1943)	Zone of Interior
118th Observation Squadron (Conn.)	118th Reconnaissance Squadron (Fighter)	China/Burma/India
119th Observation Squadron (N.J.)	490th Fighter Squadron (disbanded May 1944)	Zone of Interior
120th Observation Squadron (Colo.)	120th Tactical Reconnaissance Squadron (disbanded November 1943)	Zone of Interior
121st Observation Squadron (D.C.)	121st Liaison Squadron	Mediterranean and European Theaters
122 Observation Squadron (La.)	885 Bomb Squadron (Heavy)	Mediterranean Theater
123 Observation Squadron (Ore.)	35th Photo Reconnaissance Squadron	China/Burma/India
124 Observation Squadron (Iowa)	124 Tactical Reconnaissance Squadron (disbanded May 1944)	Zone of Interior European Theater
125 Observation Squadron (Okla.)	125 Liaison Squadron	European Theater
126 Observation Squadron (Wisc.)	34 Photo Reconnaissance Squadron	
127 Observation Squadron (Kansas)	127 Liaison Squadron	China/Burma/India
128 Observation Squadron (Ga.)	840 Bomb Squadron	Mediterranean Theater
152 Observation Squadron (R.I.)	37 Photo Reconnaissance Squadron	Mediterranean Theater
153 Observation Squadron (Miss.)	153 Liaison Squadron	European Theater
154 Observation Squadron (Ark.)	154 Weather Reconnaissance Squadron	Mediterranean Theater

Highest Battle Casualties, U.S. Army Divisions

Division	Component	Casualties
3rd Infantry Division	Regular Army	24,324
4th Infantry Division	Regular Army	22,225
9th Infantry Division	Regular Army	21,920
29th Infantry Division	**National Guard**	**20,327**
1st Infantry Division	Regular Army	19,488
45th Infantry Division	**National Guard**	**18,521**
90th Infantry Division	Reserve	18,316
30th Infantry Division	**National Guard**	**16,892**
36th Infantry Division	**National Guard**	**16,828**
2nd Infantry Division	Regular Army	16,273
80th Infantry Division	Reserve	15,484
83rd Infantry Division	Reserve	15,427
34th Infantry Division	**National Guard**	**14,895**
35th Infantry Division	**National Guard**	**14,473**
8th Infantry Division	Regular Army	12,877
28th Infantry Division	**National Guard**	**12,292**
5th Infantry Division	Regular Army	12,205
88th Infantry Division	Reserve	11,781
26th Infantry Division	**National Guard**	**9,998**
7th Infantry Division	Regular Army	9,592

Fact Sheet

U.S. Navy in World War II

The United States formally entered World War II Dec. 8, 1941, one day after Japan's devastating surprise attack on the Pacific Fleet at Pearl Harbor.

When war was declared, the Navy faced formidable foes on two ocean "fronts." Allied leaders ranked the war against Germany, in which the U.S. Atlantic Fleet was engaged, as the top priority. This decision affected the number of men, ships, aircraft, armaments and other supplies the Pacific Fleet would have to fight the war against Japan.

Control of the Atlantic Ocean was essential for the liberation of Europe and the defeat of Germany and the Axis. The U.S. and Allied navies succeeded in gaining that control, then assisted with amphibious operations in North Africa, Sicily, Italy, Normandy and Southern France. Convoy escort and protection, anti-submarine warfare, naval bombardment and gunnery, troop and supply transport, and harbor salvage operations were some of the U.S. Navy's activities in the Atlantic theater.

In the Pacific Theater, Japan advanced quickly in the first six months of the war, expanding its defensive perimeter to include the Philippines, the East Indies, Guam and Wake Island. Then, beginning with the Battle of Midway, U.S. carrier victories turned the tide of war against Japan. As the war progressed, amphibious operations and submarine attacks led to defeat after defeat for the Japanese, paving the road to the U.S. victory.

With its merchant and military fleets destroyed, its air power lost and the home islands threatened with destruction after atomic bombs were dropped on Hiroshima and Nagasaki, Japan admitted defeat. The Navy's role in the Pacific war climaxed with Japan's formal surrender, Sept. 2, 1945, on board the battleship *Missouri*, at anchor in Tokyo Bay.

Major Naval Battles

Battle of the Atlantic

(September 1939-May 1945) This battle was the longest naval conflict of the war, and the most costly. Germany mounted a powerful sea and air campaign to prevent arms and other supplies from reaching Great Britain and her European allies. The United States stepped in even before its official entry into the war to escort convoys of supplies from Canada and the East Coast to open-ocean handoff points and key Allied ports. German submarines and air power took a heavy toll on Allied merchant and war shipping before U.S. anti-submarine efforts and British tactics and technology combined to turn the tide against the Germans.

Battle of the Coral Sea

(May 4-8, 1942) Coral Sea was the first carrier-against-carrier battle in history. No shots were exchanged by the surface ships involved, which did not even see one another. The Japanese waited to take Port Morseby in New Guinea, thereby cutting supply and air routes from the United States to Australia and New Zealand. Tactically, the battle was a draw; strategically it was an American victory, because both sides had to withdraw.

Battle of Midway

(June 2-6, 1942) The turning point of the Pacific naval war. Midway pitted a superior Japanese force against the American advantage of surprise gained through Navy intelligence successes in deciphering Japanese code. The Japanese planned to disable the American fleet and establish a base on Midway that would threaten Hawaii. Carrier-based American planes, by sinking the Japanese carriers, removed the most important striking element of the fleet, and forced a Japanese retreat.

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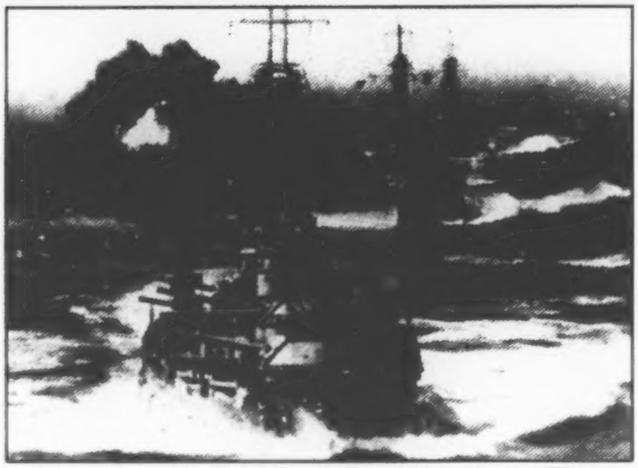

Battleships underway: New York, *followed by* Texas *(with guns firing) and* Wyoming, *in the Pacific during battle maneuvers. (U.S. Navy photo)*

Battle of the Philippine Sea

(June 19-20, 1944) Forces involved in the Battle of the Philippine Sea were three to four times the number engaged at Midway. Eight hours of action in the air demonstrated the skill and courage of American carrier-based pilots. The heart of the battle was "The Great Marianas Turkey Shoot," in which 370 Japanese planes were downed. Japanese losses, including aircraft destroyed on the ground, were more than 400 planes; U.S. losses amounted to 26 planes. The U.S. victory was so decisive that the Japanese never again took the offensive in the air, except through kamikaze, or suicide, missions.

Battle for Leyte Gulf

(Oct. 23-26, 1944) This battle actually included four decisive naval actions: that of the Sibuyan Sea, Oct. 24; the Battle of Surigao Strait, Oct. 24-25; the Battle off Samar, Oct. 25; and the Battle off Cape Engano, Oct. 25-26.

Of particular note: at Surigao Strait, U.S. ships, in a faultless (display of a classic battle line tactic, "crossed the T" of the approaching enemy column. Only one Japanese destroyer and one damaged cruiser escaped the blazing guns of *West Virginia, Tennessee and California*, backed by *Maryland, Pennsylvania* and *Mississippi* (the latter, the only battleship of the six not a Pearl Harbor veteran). Surigao Strait was the last battle in which the line-of-battle tactics, that had marked three centuries of naval warfare, were used.

Major Combat Vessels

Aircraft Carriers

In World War II, the fleet aircraft carrier became the task force's principal offensive weapon. Carriers are ocean-going air bases with the job of controlling the airspace in an assigned area through the aircraft they carry: fighters, bombers and reconnaissance planes. In World War II there were fleet, escort and light carriers. They were used to attack enemy shore bases, ships and

Navy Aircraft

F6F Hellcat	single-engine fighter	PBN Nomad	two-engine patrol bomber (seaplane)
F4F Wildcat	single-engine fighter	PBM Mariner	two-engine patrol bomber (seaplane)
F4U Corsair	single-engine fighter	R5D4 Skymaster	four-engine, land-based transport
F7F Tigercat	two-engine fighter	RY-3 Liberator	four-engine, land-based transport
SB2C Helldiver	single-engine scout bomber	R4D Skytrain	two-engine, land-based transport
SBD Dauntless	single-engine scout bomber	R50 Lodestar	two-engine, land-based transport
TBM Avenger	single-engine torpedo bomber	R5C Commando	two-engine, land-based transport
SC Seahawk	single-engine observation scout	PB2Y-5R Coronado	four-engine transport (seaplane)
SOC Seagull	single-engine observation scout	JRM Mars	four-engine transport (seaplane)
OS2U Kingfisher	single-engine observation scout	JRF Goose	two-engine utility
OY Sentinel	single-engine observation scout	J4F Widgeon	two-engine utility
PB4Y-2 Privateer	four-engine, land-based patrol bomber	JM Marauder	two-engine utility
PB4Y-1 Liberator	four-engine, land-based patrol bomber	JRB Expeditor	two-engine utility
PV-2 Harpoon	two-engine land-based patrol bomber	JRC Bobcat	two-engine utility
PV-1 Ventura	two-engine, land-based patrol bomber	J2F Duck	single-engine utility
PBJ-1J Mitchell	two-engine, land-based patrol bomber	GB Traveler	single-engine utility
PB2Y-5 Coronado	four-engine bomber (seaplane)	GH Nightingale	single-engine utility
PBY Catalina	two-engine patrol bomber (seaplane)	AE Grasshopper	single-engine utility

aircraft; to protect convoys; and to provide air support for amphibious landings. Fleet and light carriers were named after famous Navy ships that were no longer on the Navy list, and after famous battles; escort carriers were named for bays or sounds, and for battles.

Battleships

Until World War II, when air power became the decisive weapon, battleships, outgunning and outmaneuvering their ocean-going enemies, were queen of the ocean. Although their job changed to that of naval bombardment and protection of the fleet against air and surface attack, their importance to the success of the naval task force did not diminish. Battleships were named for states.

Cruisers

Cruisers conducted raids, protected other members of the task force from enemy ships and supported troop landings with naval gunfire and bombardment. There were two types: heavy and light; the difference between them was in strength of armor and caliber of weapons. Cruisers were named for territories, islands, cities and towns.

Destroyers

Destroyers and destroyer escorts were used primarily to protect merchant convoys and Navy task forces, conduct anti-submarine and anti-aircraft operations, and bombard shore bases. Small, highly maneuverable and lightly armored (thus the nickname "tin can"), these ships were perhaps the most versatile in the Navy's surface arsenal. These ships were named for deceased Navy and Marine Corps personnel, or distinguished civilians.

Submarines

Submarines, prowling the ocean depths alone or in small numbers, hunted and sank enemy shipping. Reconnaissance, search and rescue for downed aviators, and special missions such as landing and removing small numbers of troops were also jobs of "the silent service." Properly referred to as "boats," were named for fish and sea creatures.

Minelayers

These ships placed mines designed to damage or destroy enemy ships in rivers, harbors, channels and other shallow waters. They also provided escort and screening for the task force. Minelayers were named for old Navy warships, distinguished people, counties or desirable characteristics.

Minesweepers

Minesweepers detected and destroyed mines that the enemy placed in waters where U.S. ships had to operate. They were especially important in the shallow waters where amphibious landings were conducted. Minesweepers were named for birds or for desirable characteristics.

Patrol Torpedo Boats

These fast, maneuverable, small boats operated in coastal waters as raiders, attacking enemy craft and ships; rescued or evacuated personnel (it was a PT boat that evacuated Gen. Douglas MacArthur from Corregidor in the Philippines); and landed small numbers of troops for special operations. Navy PT boats were assigned numbers rather than names.

Auxiliary Ships

Ships in this category included noncombatant vessels with specialized fleet support missions. Examples are oilers; gasoline tankers; salvage vessels; repair ships; hospital ships; and submarine, destroyer and seaplane tenders.

Naval Aviation

In partnership with the aircraft carrier, World War II naval aviation changed the way ocean war had been fought for the previous 300 years. Aircraft design improvements, rapid and sustained aircraft production, the development of radar, and the increasing standards of pilot training quickly made U.S. pilots predominate in the Pacific, where the great naval battles were fought.

In the Atlantic Theater, Navy pilots protected convoys and flew anti-submarine and coastal patrol missions. The Navy and Marine Corps had their own aircraft, apart from the Army Air Corps, because of special operational requirements. For example, the wings of Navy planes had to fold to allow for storage aboard aircraft carriers, and landing gear needed increased strength to withstand arrested landings. The Navy's air assets increased elevenfold between July 1, 1941, and June 30, 1945, from 3,406 serviceable aircraft to 40,417. Aviation personnel strength rose from 10,923 at the beginning of the war to 437,524 at its end.

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In Harm's Way: The Navy in the Pacific Theater, World War II. The Navy Museum.

Fact Sheet

Marine Corps in WWII

History

During the two decades before World War II, the Marine Corps began to develop the doctrine, equipment, and organization needed for amphibious warfare. The success of this effort was proven throughout the Pacific during WWII. By the end of the war in 1945, the Marine Corps had grown to include six divisions, five air wings, and supporting troops. Its strength in World War II peaked at 475,604. The war had cost the Marines nearly 87,000 dead and wounded.

Commandants 1936-1947

Dec. 1, 1936 - Dec. 31, 1943, (Lieutenant General Thomas Holcomb)

Jan. 1, 1944 - Dec. 31, 1947 (General Alexander Vandegrift, USMC first active-duty four-star general).

Active Duty Marines

	Officer	Enlisted
1940	1,800	26,545
1941	3,339	51,020
1942	7,138	135,475
1943	21,384	287,139
1944	32,788	442,816
1945	37,067	437,613
1946	14,208	141,471

Marine Corps Combat Losses

Prisoners of War (POW) - 348
Wounded in Action (WIA) - 67,207
Killed in Action (KIA) - 19,733
Other deaths - 4,778

Marines storm Tarawa in the Gilbert Islands during November 1943. (National Archives photo)

Medal of Honor Recipients

USMC personnel received 81 of the 433 Medals of Honor awarded during World War II. Fifty-one of the medals were awarded posthumously.

The first enlisted Marine in WWII to receive a Medal of Honor - Sgt Clyde Thomason, (Makin Island Raid, Aug. 17, 1942)

The first Marine officer in WW II to receive a Medal of Honor - lst Lt. George Cannon, (Midway Island, Dec. 7, 1942)

The U.S. Marine Raiders gathered in front of a Japanese dugout on Cape Totkina on Bougainville, Solomon Islands, which they helped to take in January 1944. (National Archives photo)

Significant Events

Defense of Pearl Harbor	Dec. 7, 1941
Defense of Wake Island	Dec. 8, 1941
Defense of Bataan and Corregidor	Dec. 26, 1941
Guadalcanal	Aug. 7, 1942
Makin Raid	Aug 17, 1942
New Georgia	June 21, 1942
Choiseul Raid	Oct. 28, 1943
Bougainville	Nov. 1, 1943
Tarawa	Nov. 20, 1943
Cape Gloucester	Dec. 26, 1943
Roi Namur	Feb. 1, 1944
Eniwetok	Feb. 19, 1944
Talasea	March 6, 1944
Emirau	March 20, 1944
Saipan	June 15, 1944
Guam	July 21, 1944
Tinian	July 24, 1944
Peleliu	Sept. 15, 1944
Marines in Philippines	Oct. 21, 1944
Iwo Jima	Feb. 19, 1945
Okinawa	April 1, 1945
Occupation of Japan	Aug. 30, 1945
Occupation of North China	Sept. 30, 1945

Marine Corps Aces

One hundred twenty-five USMC aviators became Aces during World War II. Marines accounted for 982 of the 2,346 downed enemy aircraft in WWII. Nine aces were also Medal of Honor recipients

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Special Units

Raider Battalions (lst, 2nd, 3rd, 4th) - Deactivated Feb. 1, 1944.

Parachute Battalions (lst, 2nd, 3rd, 4th) - Disbanded Dec. 30, 1943.

Defense Battalions (lst - 18th, 51st, 52nd) - The last two Defense Battalions were composed of all black Marines. They were small units guarding outposts throughout the Pacific.

Navajo Code Talkers - Approximately 400 Navajo Indians who served to develop a secure voice transmission code utilizing their native language.

Landing Craft

Higgin's boat (36-foot "Eureka") - First landing craft, high sides, no bow-ramp

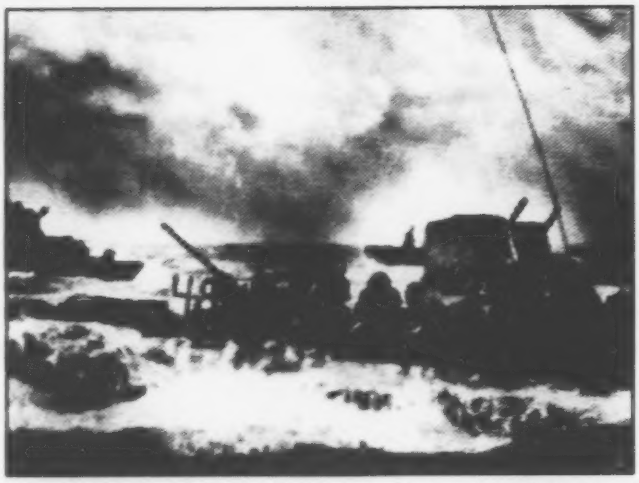
LCVP ("Papa") - Higgin's boat with retractable bow ramp, 36 troops

LCM (50-foot "Mike") - Higgin's boat with retractable bow-ramp, 77 troops or vehicles. (Designed for 30-ton Sherman Tank)

LVT (amphibious tracked, "Alligator") - First of its kind, 20-24 troops

DUKW (amphibious cargo carriers)

50th
1941 WWII 1945


A Water Buffalo, loaded with Marines, churns through the sea bound for beaches of Tinian Island near Guam.

Major Weapons

Browning Automatic Rifle (BAR) - .30 caliber
Ml Garand rifle (semi-automatic) - .30 caliber
Springfield rifle (bolt-action)- .30 caliber
Flamethrowers - portable and mechanized
Mortars - 60mm and 81mm
Browning machine guns - .30 and .50 caliber
Thompson submachinme gun - .45 caliber
Howitzers - 75mm (pack), 105mm and 155mm
Anti-tank gun - 75mm, 37mm and rocket (2.36 in)
Anti-aircraft gun - 40mm
Pistol (semi-automatic) - .45 caliber
Shotgun - 12 gauge, riot
Sherman tank - Army 30-ton

Principal Aircraft

Brewster F2A "Buffalo" single-engine fighter
Grumman F4F-4 "Wildcat" single-engine fighter
Vought F4U "Corsair" single-engine fighter
Grumman F6F "Hellcat" single-engine fighter
Douglas R5D "Skymaster" four-engine transport,
Curtiss SBC "Helldiver" single-engine biplane, scout/bomber
Douglas SBD "Dauntless" single-engine scout/bomber,
Curtiss SB2C "Helldiver"single-engine scout/bomber
Consolidated PBY "Catalina" twin engine, patrol/bomber,
Grumman/Columbia J2F "Duck" single engine, observation,
Consolidated-Vultee OY "Sentinel" single-engine observation
Douglas R4D"Skytrain"/"Skytrooper" twin-engine, transport
Vought SB2U "Vindicator" single-engine scout/bomber,
Grumman TBF/TBM "Avenger single-engine torpedo bomber
North American PBJ "Mitchell" twin engine, patrol/bomber
Consolidated PB4Y "Privateer"four engine, patrol/bomber

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Researched by: Alexander Molnar, Jr. USMC/USA (Ret.)

Approved by Marine Corps Historical Center, Washington, D.C.

Fact Sheet

U.S. Army Air Forces

Aircrew members prepare for their next mission over Germany. (Photo courtesy of Leo Packer)

History

On June 20, 1941, Army Chief of Staff Gen . George C. Marshall created the U.S. Army Air Force under Army Regulation 95-5. While that is the official date, the history of the service began long before 1941.

The U.S. Army Signal Corp was first given responsibility for "ballooning, air machines and all kindred subjects," Aug. 1, 1907. It began with one officer, two enlisted men and one civilian. They waited two years for delivery of the first aircraft.

March 1913 brought the establishment of the first air squadron in Texas City, Texas. Commanded by then Maj. Benjamin Foulois, the squadron first saw conflict during the infamous Pancho Villa raid in Mexico logging 540 courier and reconnaissance missions.

Shortly after the declaration of war for World War I President Woodrow Wilson signed the Aviation Act of 1917 bolstering spending for military aviation. In April of 1918 American pilots recorded their first kill and six weeks later the U.S. Army Air Service was born.

The USAAS was no longer part of the signal corps rather an independent organization. While its record was impressive during the "Great War," opposition existed to creating a separate Air Force. There was considerable friction within the war department regarding ratio of a separate air component until Congress passed the Air Corps Act July 2, 1926, creating the U.S. Army Air Corp.

Foulois was chosen to lead the Air Corp in 1931. As recommended by the Baker Board in 1934, Foulois established General Headquarters, Air Force at Langley Field, Va. The new headquarters was in charge of all tactical units while Foulois continued his charge of providing training and logistics.

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Army Air Force in World War II

By 1938, Germany had become a nation with sizable military power including a particularly modern Air Force known as the Luftwaffe. Gen. Henry "Hap" Arnold was put in charge of the Army Air Corp and watched over its growth as the Luftwaffe led Germany into the second World War.

The Luftwaffe changed opinions about air power forever, demonstrating its force against England in the Battle of Britain. In two years, Hap Arnold's Air Corp grew from 21,000 airmen to 354,000. Consequently, so did the number of bases, units and aircraft .

Arnold worked closely with Army Chief of Staff General George C. Marshall to build up the USAAF. Under the War Power Act of 1941 Marshall was permitted to create the US. Army Air Forces June 20, 1941, with Arnold as Chief.

In 1942 Arnold's position was changed to Commanding General and subsequently became a member of the Joint Chiefs of Staff. The USAAF was co-equal with the Army Ground Forces and Services of Supply. In addition, Robert Lovett was appointed as the Assistant Secretary of War for Air. Under the direction of Lovett and Arnold the shape of what is now the modern day U.S. Air Force began to take place. By 1944 there were 16 numbered Air Forces throughout the world.

The first four numbered Air Forces were in the United States protecting the eastern and western borders of the nation. The Philippine Department Air Force, which bore the brunt of the Japanese attacks on the Philippines, became the 5th Air Force

President Roosevelt pins the Congressional Medal of Honor on Brig. Gen. James Doolittle as Mrs. Doolittle and Gen. Henry "Hap" Arnold watch.

Leading Army Air Forces Aces of World War II

Maj. Richard I. Bong	40	Charles N. Older, A.V.G.	18.50	Lt. Col. Jack T. Bradley	15
Maj. Thomas B. McGuire Jr.	38	David Lee Hill, A.V.G.	18.25	Maj. Edward Cragg	15
Lt. Col. Francis Gabreski	28*	Maj. Walter C. Beckham	18	Maj. Robert W. Foy	15
Vitold Urbanowicz, A.V.G.**	28	Maj. Herschel H. Green	18	2nd Lt. Ralph K. Hofer	15
Capt. Robert S. Johnson	27	Lt. Col. John C. Herbst	18	Capt. Cyril F. Homer	15
Col. Charles H. MacDonald	27	Lt. Col. Hubert Zemke	17.75	Lt. Col. John D. Landers	14.50
Maj. George E. Preddy	26.83	Maj. John B. England	17.50	Capt. Joe H. Powers Jr.	14.50
Lt. Col. John C. Meyer	24*	Capt. Duane W. Beeson	17.33		
Col. David C. Schilling	22.50	1st Lt. John F. Thornell Jr	17.25		
Lt. Col. Gerald R. Johnson	22	Capt. James S. Varnell, Jr	17		
Col. Neel E. Kearby	22	Maj. Gerald W. Johnson	16.50		
Maj. Jay T. Robbins	22	William N. Reed, A.V.G.	16.50		
Capt. Fred J. Christensen	21.50	Capt. John T. Godfrey	16.33		
Capt. Ray S. Wetmore	21.25	Capt. Clarence E. Anderson Jr.	16.25		
Capt. John J. Voll	21	Lt. Col. William D. Dunham	16		
Maj. Walker M. Mahurin	20.75*	Lt. Col. Bill Harris	16		
Lt. Col. Thomas J. Lynch	20	Capt. George S. Welch	16		
Lt. Col. Robert B. Westbrook	20	Capt. Donald M. Beerbower	15.50		
Capt. Donald S. Gentile	19.83	Maj. Samuel J. Brown	15.50		
Col. Glenn E. Duncan	19.50	Robert H. Neale, A.V.G.	15.25		
Capt. Leonard K. Carson	18.50	Capt. Richard A. Peterson	15.50		
Maj. Glenn T. Eagleston	18.50*	Capt. William T. Whisner Jr	15.50*		

Ranks are as of last victory in World War II.

* Aces who added to these scores by victories in the Korean War. ** American Volunteer Group

Maj. Richard I. Bong

headquartered in Australia in December 1941. Meanwhile, closer to home, the 6th Air Force was born in Panama in February 1942 and charged with defending the Panama Canal and antisubmarine war. It was previously the Panama Canal Air Force and the Caribbean Air Force. The Hawaiian Air Force became the 7th Air Force in February 1942. The 8th Air Force was headquartered in England flying bombing raids with the RAF Bomber Command. It was activated in February 1942. The 9th Air Force was established in September 1942 and moved to Egypt.

India was home to the 10th Air Force which was responsible for operating in China, Burma and India. Formed in Ohio before moving in March of 1942, the 10th became the parent of a small group of American mercenary pilots headed by Brig. Gen. Claire Channault. Channault led the American volunteer group, better known as the "Flying Tigers" on guerilla-style air raids against the Japanese. As part of the China Air Task Force, the Tigers continued to fly missions over the Himalayas known as "the hump" from India to China. In 1942 the CATF was designated the 14th Air Force. Dramatically outnumbered in aircraft, the 14th Air Force disrupted the flow daily of Japanese supplies to China recording a kill ratio of eight-to-one.

The 11th Air Force was formed from the Alaskan Air Force to protect the U.S. and Canada and recover the Aleutian Islands from the Japanese. The 12th Air Force was established in August 1942 and immediately moved to England to participate in the North Africa invasion. The 13th Air Force was established in December 1942 and operated out of several locations in the Pacific such as the Solomon Islands, New Guinea, the Philippines, the Marianas, Midway, the Caroline Islands, Iwo Jima, Japan and the Marshall Islands. The 14th Air Force served primarily in China after being established in March 1943. The 15th Air Force was activated in Tunisia, Nov. 1, 1943, and began combat operations the next day.

Despite the success of air power, however, the USAAF still struggled for equal status with the other services. In January 1942, Roosevelt and British Prime Minister Winston Churchill created a single unified air command for the Mediterranean Theater. Gen. Carl "Tooey" Spaatz commanded the 12th Air Force and for the first time an air commander was able to use his resources where they were most needed. This proved decisive in the battle over North Africa. Spaatz later became the first Air Force Chief of Staff.

With the new Army Air Force structure the importance of air power began to grow. Theater commanders were achieving some success integrating air power into their operation. However, Arnold wanted to demonstrate how important air power is in combat. He formed the 20th Air Force which operated from the Marianas Island. Unlike the other numbered Air Forces, the 20th reported through Arnold directly to the Joint Chiefs of Staff. The 20th Air Force, composed of B-29 strategic bombers, was to break the Japanese empire and set the course for a post-war Air Force. The 20th did in fact change the course of modern warfare with the atomic bombing of Hiroshima and Nagasaki, Aug. 6 and 9, 1945, respectively.

In many ways, World War II was the defining moment for the use of air power. Air power changed the way war is fought. Many lesson were learned--lessons at the expense of thousands of lives and aircraft lost. These lessons were also the foundation of Air Force doctrine and strategy today.

National Security Act, 1947

The success of the Army Air Forces in World War II finally led to President Harry S. Truman signing into law the National Security Act of 1947. The act created the Department of Defense with three "executive departments," the Army, Navy and Air Force. It is appropriate that President Truman signed the documents while flying aboard his presidential airplane operated by the USAAF.

The Army Air Corps began the war with more than 2,000 members and a few hundred planes. Five years later the Army Air Force had nearly 2.4 million airmen and nearly 80,000 aircraft. To this day, it is the largest air force ever assembled.

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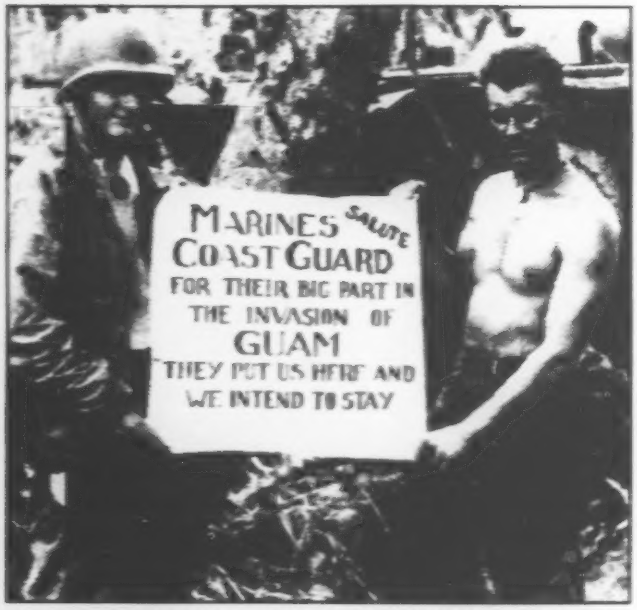
Fact Sheet

U.S. Coast Guard

Coast Guard Joins the War Effort

By Executive Order the United States Coast Guard was transferred from the Treasury Department to the U. S. Navy Nov. 1, 1941. . The Coast Guard's role in World War II was as diverse as the service itself; from Greenland patrols to manning Navy transports, from amphibious landings and rescues to captain of the port duties. During the period 1939 through 1945, the U. S. Coast Guard greatly expanded the scope of its operations and the number of its personnel to meet wartime demands. At the height of the war, 425 Coast Guard cutters were in operation along with more than 4,000 small craft. In addition, the Coast Guard manned over 300 vessels that operated under Navy control and almost as many for the Army.

With this expansion came many new responsibilities and initiatives that may come as a surprise to many. The broad range of the service's operations, included, for example, the Coast Guard's development of the first worldwide electronics navigation system (LORAN), one of the Allies' closely guarded secrets, or of the Coast Guard's participation in dangerous amphibious landings in the Pacific, and in anti-submarine warfare in the Atlantic. Closer to home, civilian volunteers manned their own vessels as members of the Coast Guard Corsair Fleet that patrolled off the Atlantic and Gulf Coasts to protect coastal shipping. Beach patrols conducted along the Eastern coastline used armed Coast Guardsman and guard dogs to further prevent infiltration by enemy forces.



Marine PFC William A. McCoy and PFC Ralph L. Plunkett hold a sign saluting USCG forces after the Japanese were defeated at Guam. (USCG Photo)

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USCGC Spencer, while on convoy escort in the Atlantic, depth charges a German submarine. The U-boat was severely damaged and had to surface. (USCG Photo)

The Coast Guard in Combat

The Coast Guard participated in every major amphibious landing of World War II. In both theaters of war--European and Pacific-the Coast Guard operated ships of all sizes, from the largest troop transports to the smallest landing craft.

In combat some of the earliest U. S. successes against the Axis powers were realized by Coast Guardsmen. At Pearl Harbor, the *USCGC Taney* engaged Japanese aircraft and is the only surviving warship from the attack still afloat. In the Atlantic, the *USCGC Northland* made the first capture of German forces at sea when it intercepted a trawler attempting to set up a permanent weather station in Greenland. Later a landing party from the *Northland* went ashore and captured the German soldiers and their weather station.

As part of the Guadalcanal operations, signalman first class Douglas A. Munro gave his life and was awarded the Medal of Honor through his heroic efforts to divert Japanese fire by engaging them with his boat's light weapons and allowing the complete evacuation of a small group of Marines in the Matanikau River vicinity.

"Semper Paratus"

Always Ready

The U.S. Coast Guard Motto

USCG Reserve Craft

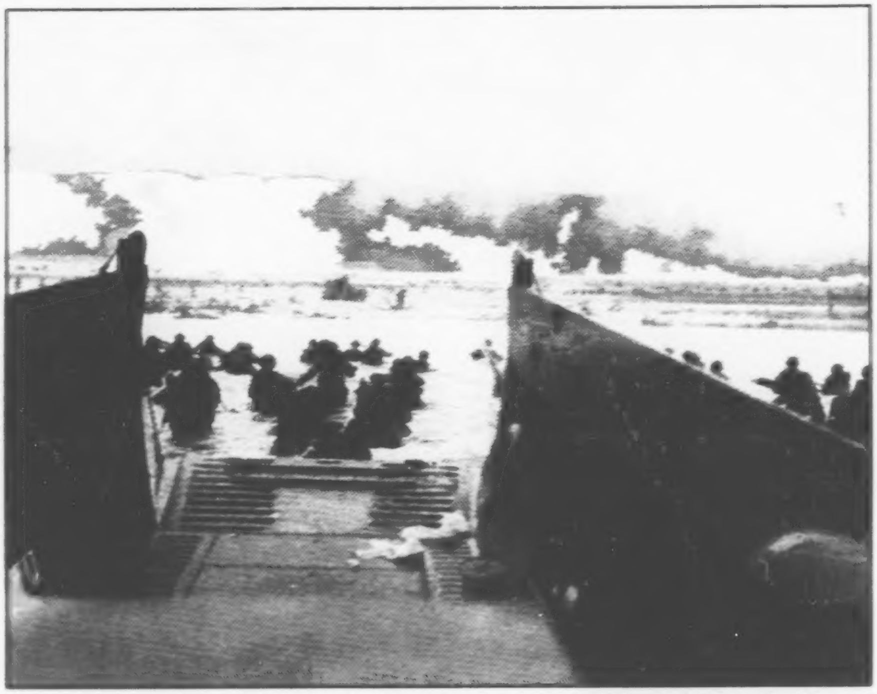
These vessels were acquired, as an emergency measure, from private pleasure craft and were primarily used for harbor patrol with reservist or auxiliarists at the helm. This diversified group of volunteers and their vessels were organized as the Corsair Fleet and were often referred to as the Hooligan Navy.

Army Ships Operated by the U.S. Coast Guard

Army Marine Repair Ships (AMRS)	6
Freight and Supply Ships (FS)	188
Gasoline Tankers (AOG)	18
Patrol Vessels (YP)	51
Tankers (TY)	22
Total:	288

Navy Ships Operated by the U.S. Coast Guard

Auxiliary Cargo Attack (AKA)	5
Auxiliary Transports (APA)	9
Cargo Ships (AK)	15
Destroyer Escorts (DE)	30
Gasoline Tankers (AOG)	18
Gunboats or Corvettes (PG)	8
Landing Craft, Infantry (LCI(L))	28
Landing Ships, Tank (LST)	76
Miscellaneous Craft	15
Patrol Frigates (PF)	75
Patrol Vessels (YP3)	40
Submarine Chasers (SC)	10
Transports (AP)	22
Total:	351



Troops storm toward fire-swept Omaha Beach early on D-day after going down the ramp of a Coast Guard landing barge. (USCG Photo)

Reservists and Auxiliary Do Their Part

The majority of Temporary Reservists were unpaid volunteers who wore the Coast Guard uniform and were employed as guards at certain shipyards and other secure installations, port security force, state pilots or Great Lakes Duty.

Members of the Coast Guard Auxiliary, composed of owners of motorboats, yachts or otherwise qualified, assisted the Coast Guard on a voluntary basis in the field of maritime safety and port security.

Women Join War Effort

SPARs (or "Semper Paratus, Always Ready"), as the Women's Reserve was called, trained and served in numerous support roles within the Coast Guard allowing their male counterparts to serve in combat duty.

DON'T BE A SPARE
BE A SPAR

A contingent of SPAR recruiters use creative advertising techniques in recruiting women into the Coast Guard (USCG photo).

Coast Guard Wartime Strength

	1942	1943	1944	1945
Active Duty				
Officer	1,574	8,091	11,469	8,215
Enlisted	55,142	143,076	160,280	77,268
Civilians	5,778	7,624		6,827
SPARS				
Officer		235	704	985
Enlisted		2,959	7,462	8,885
Temporarry Reserve	63	47,090	51,173	53,214
Auxiliary	11,500	35,484		57,533

Sources

Robert Erwin Johnson, Guardians of the Sea, Naval Institute Press, 1967.

Malcolm F. Willoughby, *The U.S. Coast Guard in World War II*, Naval Institute Press, 1957

Fact Sheet

Army Air Forces Aircraft

A Definitive Moment

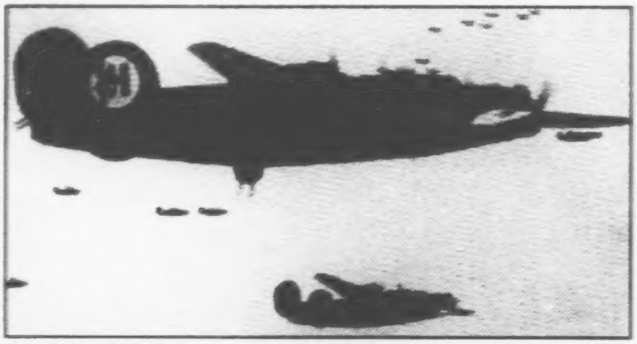
World War II was a definitive moment in history for aircraft. For both the military and commercial industry it was the heyday of aircraft production. Before the start of the war the U.S. Army Air Corps had only a few hundred air planes. By the end of the war it was the largest Air Force ever assembled with nearly 80,000 airplanes. Aircraft production and technology improved at dramatic rates as America set the world pace for military and civil aviation. More than 100 types of aircraft were used by the AAF during World War II.

During World War II military airplanes consisted of a single wing aluminum airframe, one to four engines and equipment for navigation, armament, communications and crew accommodations. Major advancements in propulsion or engine technology were made during the war and were major sources of competition between aircraft contractors. Throughout the war improvements were made to extend the range and increase speed and altitude limits for most aircraft. Engines achieved greater performance and efficiency.

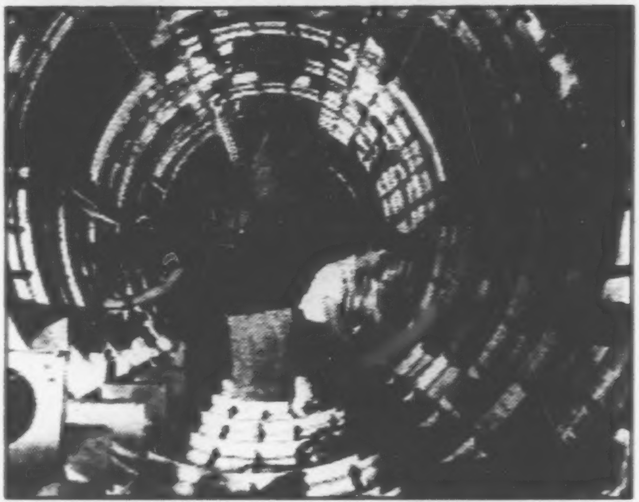
When originally developed, designations for planes were used much the same as they are today with few exceptions. For example F is the designator for a modern day fighter aircraft but in World War II, F meant a photographic plane used for reconnaissance. During World War II these designators were used: A for attack. B for Bombardment, C for Cargo, L for Liaison, P for Pursuit and T for Training. This letter indicated the function of the plane. The following number indicated sequence within a type as in P-51. If there was a letter after the number it indicated an improved model type such as B-17E.

During World War II the primary mission of attack aircraft was to support ground forces in battle and aircraft were designed with this in mind. The attack aircraft provided support and operated primarily at low altitudes.

Also considered a light bomber, the attack planes were known for their high speed, maneuverability, and weapons. They carried both machine guns and bombs. The A-20, A-24 and A-26 were the attack aircraft most used by the AAF during the war.



Consolidated B-24 Bombers on a bombing mission over Europe The B-24 is a U.S. heavy, four-engined bomber.



Women workers install fixtures and assemblies to a tail fuselage section of a B-17F bomber at the Long Beach, Calif., plant of Douglas Aircraft Company.

Bombers

Many different bombers were used during World War II. The B-17, B-24, B-26, and B-29 were the workhorses of the AAF fleet. Both the B-25 and B-26 were twin engine, all-metal monoplanes. The B-25 "Mitchell" and B-26 "Marauder" were medium bombers used mainly at altitudes of 8,000 to 14,000 feet. They primarily supported ground forces by targeting fortified positions, depots, railroad yards and other targets behind battle lines. They also supplemented heavier bombers on more strategic raids. The B-17 "Flying Fortress" was the first of the big bombers used during World War II. It was used mainly in Europe by 8th Air Force but in much smaller numbers in the Far East.

The B-24 "Liberator" was produced in greater numbers than any other aircraft during the war. It was used primarily in the Far East against Japan and also saw action in Europe and North Africa. The twin-tail, four-engine aircraft is best known for its bombing raids on the Ploesti oil fields in August 1943.

The USAAF accepted nearly 10,000 B-25 Bombers during World War II. The "Mitchell" was used mostly in the Southwest Pacific and is most remembered for its role in the Doolittle Raid. In April 1942, Lt. Col. Jimmy Doolittle led a bombing raid over Tokyo after having taken off from a carrier. The raid was a big morale boost to U.S. Forces who were at that time being beaten regularly by the Japanese.

The B-26 "Marauder" was used mostly in Europe but also saw action in the Mediterranean and the Pacific. In early combat the aircraft took heavy losses but was still one of the most

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Aircraft	Manufacturer	Quantity	Crew	Max Speed	Unrefueled Max Range
Bombers					
B-17	Boeing	12,692	10	268 mph	3,000 miles
B-24	Consolidated	18,190	10	300	2,850
B-25	North American	9,816	6	285	1,350
B-26	Martin	5,157	7	285	1,150
B-29	Boeing	3,898	11	400	5,000
Fighters					
P-38	Lockheed	9,536	1	414	450*
P-39	Bell	9,588	1	385	750
P-40	Curtiss	13,738	1	370	240
P-47	Republic	15,683	1	428	1,000+
P-51	North American	14,686	1	439	2,000+**
P-61	Northrup	702	3	370	1,000+
Cargo					
C-46	Curtiss-Wright	3,180	4	269	1,200
C-47	Douglas	10,368	3	230	1,600
C-54	Douglas	1,162	6	265	2,900

* Without drop tanks
** With drop tanks

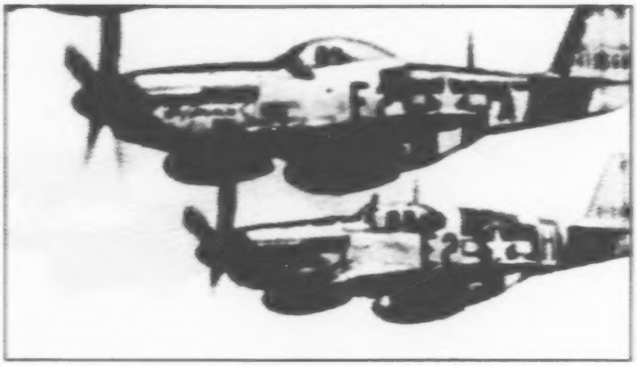
successful medium range bombers used by the USAAF. By the end of the war the B-26 had the lowest loss rate of any American bomber used during the war.

Staging out of bases in India and China , the B-29 "Superfortress" were used against the Japanese primarily for daylight bombing raids. In October 1943 the 21st Bomber Command moved operations to the Marianas where the B-29s later carried out their most famous mission. In August 1945 the B-29s were used to drop the atomic bombs on Hiroshima and Nagasaki. The dropping of the Atomic bombs ended World War II.

Cargo

The C-47 "Skytrain" evolved from the DC-3 airliner. It could carry 25 paratroopers or up to 10,000 pounds of cargo. It was the standard transport and glider tug used by the USAAF during the war and was flown in every airborne forces operation of the war. Gen. Dwight D. Eisenhower said the C-47 was one of the four principal instruments of the allied victory during World War II.

C-47 drops supplies to the troops which have landed in the Philippines.



P-51s in formation. Each plane in this formation has two wing tanks attached.

Fighters

The P-38 "Lightning" was a single seat fighter/bomber used widely in Europe and the Far East. Originally designed to be a high-altitude interceptor, it was modified for use as a bomber and photo reconnaissance aircraft. America's top ace, Maj. Richard Bong, scored most of his 40 victories while flying the P-38.

One of America's three outstanding fighters of the war, the P-47 was used by many other Allied Air Forces including the French, British and Russians. It served in Europe, the Far East and the Mediterranean and was the first fighter to fly escort missions for B-17s. The "Thunderbolts" were known for their ability to survive heavy battle damage.

One of the premier fighters of the war was the P-51 "Mustang." It was a long-range fighter used to escort heavy bombers on missions up to 2,000 miles. The aircraft was the top USAAF air-to-air fighter in World War II.

Sources

The Army Air Forces in World War II Volume 6, Air Force Office of History, 1955.
Bill Yenne, History of the U.S. Air Force, Bison Publishing, 1984
Researched by Capt. Marty Hauser, US Air Force Reserves
Approved by Air Force Office of History.

Fact Sheet

American Red Cross

The ARC in World War II

When the first bombs hit Pearl Harbor, trained volunteers on American Red Cross first aid teams sprang into action to help the wounded. Stockpiled plasma from its new Blood Donor Service for the armed forces found an immediate use at nearby hospitals to save the first of many lives over the next four years. During the war, nearly every family in America had a member who either served as a Red Cross volunteer, made a contribution of money or blood, or was a recipient of Red Cross services.

On the Home Front

During the peak years, 1944-45, more than 7.5 million volunteers worked on the home front in camp service activities, produced and shipped nearly 28 million food-and-medicine parcels for Allied prisoners of war, provided war relief for some 75 million civilians overseas, taught safety and nutrition courses, served in short-staffed U.S. hospitals, or helped with some other duty vital to the nation.

For the Military

The Red Cross also collected 13.4 million units of blood for American service men and women and recruited more than 70,000 of its enrolled registered nurses to serve with the military. Throughout the war, thousands of other Red Cross volunteers provided military welfare services or operated recreation clubs and clubmobiles both behind the lines and at the front on a mission that prompted the Supreme Allied Commander to tell Congress in June 1945:

An American Red Cross hospital worker in England writes a letter home for a wounded U.S. sailor in 1944, while holding a picture of his wife and himself.

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Soldiers donate their blood in Los Angeles at a Red Cross Blood Donor Service Center. The wartime program began in February 1941, when the government asked the American Red Cross to begin providing blood plasma for the armed forces as war threatened.

> *"The Red Cross with its clubs for recreation, its coffee and doughnuts in the forward areas, its readiness to meet the needs of the well and help minister wounded--even more important, the devotion and warmhearted sympathy of the Red Cross girl! It has often seemed to be the friendly hand of this nation, reaching across the sea to sustain its fighting men."*
>
> *Gen. Dwight D. Eisenhower*

From the G.I. ranks, came similar appreciation:

"I was shot down on my twenty first mission, right in the middle of das Vaterland. I spent 10 months as a 'guest' of the Third Reich. I believe I owe my life to the Red Cross organization. We were never without at least some Red Cross rations, even when the German transport was in shambles."

Lawrence Platt, St. Paul, Minn.

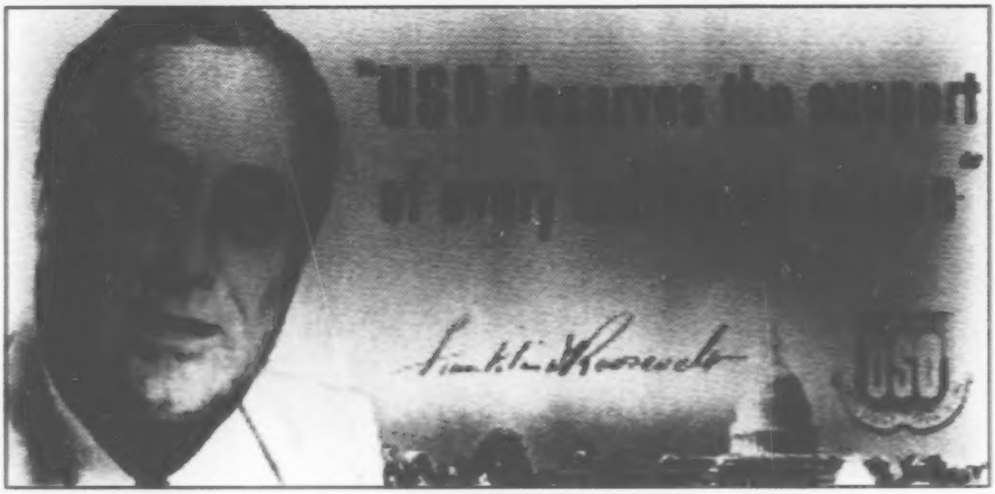
"If the giving by people at home needs a mirror to reflect the spirit of their gifts we have it here now, the work and the workers of the American Red Cross. Let the Legionaires know of it. Let all the veterans know of it. Let the people of America know it."

Leon H. Goldberg New York, N.Y.

(Courtesy, American Red Cross)

Fact Sheet

USO In World War II



President Franklin D. Roosevelt personally endorsed the USO. (Courtesy photo)

Early in 1940, life in the United States faced astonishing changes due to the onset of World War II. As the Nazi regime began to devour the continent of Europe, and as the Japanese Empire suppressed the Asian world, America found an urgent need to respond with military action. As the war caused chaos throughout the world, the United States' families became uprooted, and extraordinary social changes rapidly encompassed the homeland.

Fathers worked overseas and mothers worked to assure American family stability during these early days of the war. Not only was there a vital need for family support in America, but there was also a growing number of American civilians who longed to assist in the wartime efforts of the United States.

In 1940, representatives of six national service organizations met in New York City to discuss what could be done to assist military personnel and their families during this time of trouble and anxiety. The six organizations - the YWCA, the YMCA, National Catholic Community Service, the National Jewish Welfare Board, the National Traveler's Aid Association and the Salvation Army - pooled their resources to form the United Service Organizations for National defense. The name was later shortened to United Service Organizations (USO).

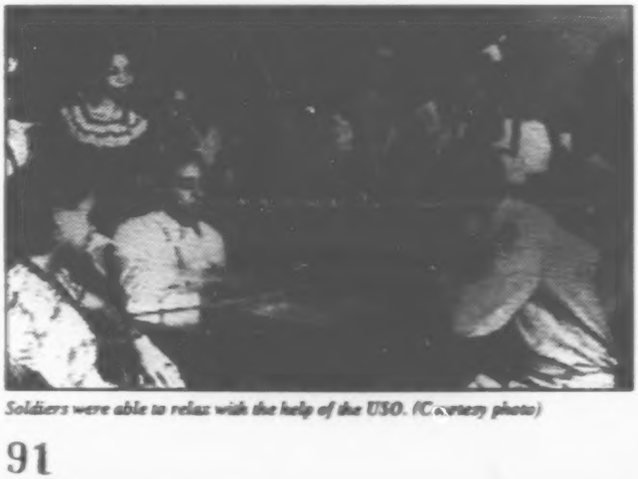
Personally endorsed by President Franklin D. Roosevelt, USO quickly set up shop in centers around the country. The USO set up a national campaign to raise money for programs. Prescott Bush, father of former President George Bush, chaired the campaign that raised more than $33 million dollars for the USO.

USO services ranged from travel and sightseeing information to shower facilities, to military hospital visits. Each local center personalized their services to meet the specific needs of the troops coming through their doors. Troops in remote areas became accustomed to seeing the USO Mobile Canteen roll into their area. The Mobile Canteen delivered food and drinks to personnel in hard-to-get-to places. By the end of the war in 1945, more than 1.5 million Americans had volunteered their time to help the USO help America's service people.

USO Camp Shows, Inc. was established in 1941 to provide entertainment to the troops wherever they were stationed. The entertainers who travelled on the Camp Show circuit were known as "Soldiers in Greasepaint." Best known of these troupers were the many celebrities who travelled to military bases around the world. Bob Hope, Bing Crosby and Frances Langford are just a few of the hundreds of Hollywood entertainers who gave of their time to raise the morale of the troops. By the war's end, thousands of entertainers had presented 428,521 live shows to more than 210,000,000 military personnel.

The most important aspect of the USO mission was providing a "home away from home" for service men and women wherever they were stationed. Whether it was a care package in Germany, a banana split in Hawaii or a song from Frances Langford in the Pacific, America's troops knew that they were cared for and missed by the folks back home.

As in World War II, USO is still available to make the best of trying situations. In times of conflict, American soldiers and families yearn for love, fellowship, entertainment and hope. USO fills these gaps and achieves a level of camaraderie that increases morale in every American spirit. Today and in the future, USO is ready to accept the challenges and undergo the tasks that are needed to make a positive difference in an ever-changing world. **(Courtesy, United Service Organization)**



Soldiers were able to relax with the help of the USO. (Courtesy photo)

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Let's Talk About It!

What better way to learn about an event than to discuss it with someone who's "been there"? Nancy Mohn's sixth-graders in Woodstock, Georgia, gained valuable insight into World War II with an exciting oral history project. Celebrate Veterans Day (November 11) with an activity your students will long remember.

BUY WAR BONDS

Project Outline For Students

First find an individual who participated in or lived through World War II to interview (or choose another war if you wish). The person may be a family friend, neighbor, relative, or teacher. Plan on your interview lasting 15–30 minutes, depending on the person you talk with. Take notes of your interview on index cards, or tape-record it with the person's permission. Be sure to follow up the session with a thank-you note.

Use your notes or tape recording to help you prepare a two- to three-page written report. The report should focus on life during the war, from the interviewee's perspective. Choose a title such as "Mrs. Brande Remembers World War II," "Uncle Johnny Served In The War," or "Grandpa's Experiences At Pearl Harbor."

Helpful Interviewing Hints

Try to keep your interview as informal as possible. Feel free to ask additional questions. And be sure to let the interviewee talk about any experiences which you may not have included in your questions. Use the following questions as a guide during the interview:

Questions For Any Individual

- Where were you when you learned of the attack on Pearl Harbor? What was your first reaction? How did you feel? What did you do? How did other people around you react?
- What do you remember about D-Day? V-E Day? V-J Day?
- What did your friends and family members do during the war?

Questions For Someone Who Participated In The War

- Where did you serve? When? How did you serve: sailor, soldier, nurse, factory worker?
- What do you remember about food? living conditions? hardships? friends that you made?
- If you fought, in what battles did you participate? What do you remember about fighting? Were you frightened? What were your greatest fears?

Questions For Those Who Remained On The Home Front

- Where did you live?
- Did you do anything to participate in the war effort? Did you buy bonds?
- How did your life and your family's lives change during the war? after the war?
- How did you get information about the war?
- What were some wartime songs? movies? radio shows?
- Did you have blackouts? rationing? air raid drills?

To culminate the project, invite interviewees to visit your class and listen to the students' reports. Watch lifelong friendships develop, along with a greater appreciation and respect for those who have served our country.

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1941-1945 50th ANNIVERSARY OF WORLD WAR II 1991-1995
COMMEMORATION™

This 50th Anniversary of World War II booklet is produced to help honor and thank the veterans of World War II, their families and those who served on the home front.

It is hoped that this booklet will encourage the study of the history of this era, so that this knowledge will help ensure a safer and better tomorrow.

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